

LEGION

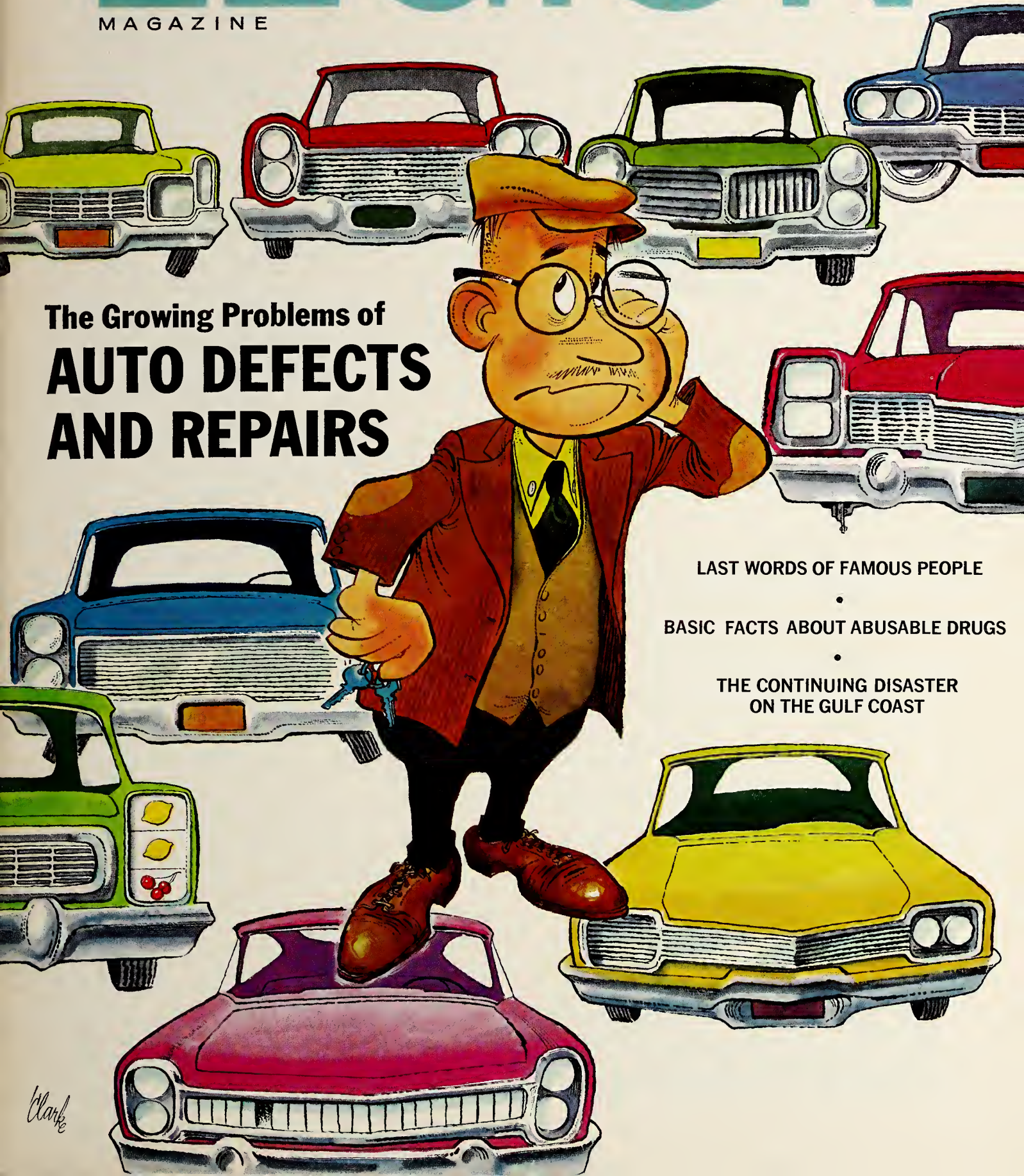
MAGAZINE

The Growing Problems of **AUTO DEFECTS AND REPAIRS**

LAST WORDS OF FAMOUS PEOPLE

BASIC FACTS ABOUT ABUSABLE DRUGS

THE CONTINUING DISASTER
ON THE GULF COAST



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The American

LEGION

Magazine

Contents for November 1969

THE GROWING PROBLEMS OF AUTO DEFECTS AND REPAIRS 6

BY HENRY LEE

There's nothing simple today about having an automobile in good shape and keeping it that way. Here's a brief introduction to a consumer wilderness that's giving everyone headaches.

BASIC FACTS ABOUT ABUSABLE DRUGS16

BY JULES SALTMAN

A precise rundown of the essential facts about various drugs might be what a lot of people need today. Here is such a rundown.

SHOULD THE UNITED STATES ENCOURAGE PAY-TV?22

TWO SIDES OF A NATIONAL QUESTION

PRO: REP. RICHARD L. OTTINGER (D-N.Y.)
CON: REP. EMANUEL CELLER (D-N.Y.)

"FAMOUS LAST WORDS . . ."24

BY LYNWOOD MARK RHODES

An account of the last hours and last utterances of some of America's famous and infamous persons.

THE CONTINUING DISASTER ON THE GULF COAST30

It may take ten years for the storm victims on the Gulf Coast to heal the damage that Hurricane Camille did to them last August.

Departments

LETTERS TO THE EDITOR	2	NEWS OF THE AMERICAN LEGION	37
PERSONAL	5	LEGION SHOPPER	54
DATeline WASHINGTON	29	PARTING SHOTS	56
VETERANS NEWSLETTER	36		

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NOVEMBER 1969

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AMERICA'S CLIPPERS

SIR: It was with great interest and pleasure that I read "The Story of the American Clipper Ships" (September). It brought back many memories. In 1905, at the age of 15, I shipped as a Deck Boy on board a three-masted full-rigged sailing ship bound from Middlesbrough, England, around Cape Horn to Taltal and Iquique, Chile, where we loaded salt-peter for return to Port Talbot, Wales.

I remember well "lobscouse," "salt horse" and preserved potatoes. On Saturday nights there was a flat pan of large red beans with one piece of salt pork for each member of the fo'c's'le. Lying on a yardarm in a gale, furling a half frozen sail and standing in waist deep water along the rail tightening lee braces. These experiences cannot be relived. The sailing ships are gone and those of us who got our training in them are becoming fewer. I spent six years in sail and they were good years.

GUSTAV V. HEDMAN
East Lynn, Mass.

SIR: The article on clipper ships was praiseworthy for its interesting presentation with historical accuracy. Here in Marblehead, birthplace of the American navy, we are proud of records established by native son Capt. Josiah Perkins ("Perk") Cressy with the *Flying Cloud*. Another record not mentioned was established by "Perk" as commander of the *U.S.S. Ino*. Ordered to Cadiz, Spain, by President Lincoln in 1862, he made the trip in 12 days, new for a transatlantic crossing. As with his last trips to San Francisco on *Flying Cloud*, 80% of his crew came from Marblehead. "Perk" and his brother Bill on the *Oneida* (China trade) knew how to get the best out of a ship and its crew.

RICHARD TUTT, JR.
Marblehead, Mass.

RED CHINA TODAY

SIR: Your Staff Summary of "What's Happening in Red China?" in the September issue was a marvelous editing job on the history of that country since Mao took over in 1949. And that cover—the peasant bearing on his back the military and the politicians—is just the cure for anybody not in a good humor.

TOM B. WATKINS
Fredonia, N.Y.

HEADACHES

SIR: I wish to compliment you on your excellent and informative article on headaches ("What We Know About Headaches," September). One member of our family suffers from tension headaches and found it to be a truer picture of them than any other article has managed. The magazine has been passed on to others with the same problem.

RALPH D. SCALES
Burbank, Calif.

LEGION CHARTER SPONSORS

SIR: I have just finished reading "How the Legion Got Its Charter" in the September issue and note your statement that of the 83 sponsors of the Charter, 65 are recorded deceased, two are known to you to be living and 16 are in question. You may take my name from among those 16, for I am very much alive, still practicing law and currently a member of Post No. 124 here in Westfield. It would be interesting to know who the other known survivors are.

WILLIAM H. BROWN
Westfield, Mass.

Mr. Brown sponsored the Charter from Connecticut in 1919. We are advised by a neighbor of his that A. H. Blanding, Florida's sponsor, celebrated his 92nd birthday in Bartow, Fla., last November. That makes four surviving spon-

sors known to us—Brown, Blanding, Alexander Fitz-Hugh of Mississippi and Thomas W. Miller of Nevada.

THE SEPTEMBER ISSUE

SIR: I was delighted with and informed by your September 1969 issue. I am a high school teacher and I found the article, "What's Happening in Red China?" to be succinct, and it cleared a lot of fog out of my own mind about China and her internal disorders. Also, I know more about "Headaches," at home and abroad. The American clipper ship article was one I "clipped" through, but enjoyed. Many thanks.

JAMES T. BRODERICK
Denver, Colo.

THE PORNOGRAPHY PROBLEM

SIR: The growing concern "for God and Country" to which we repeatedly pledge ourselves, is written into every line of O.K. Armstrong's "The Problems of Pornography" (August). I would earnestly pray that this article will be read and acted upon by every Post and Unit in The American Legion and Auxiliary. And surely the article will inspire those groups which have withheld their support from local efforts to curb the flow of obscene materials.

MRS. GEORGE M. PARADISE
Sioux City, Iowa

STANLEY STEAMER

SIR: You might be interested to know that in 1941 I was head of an investment house in America and we sold \$50,000 of Stanley Steamer common stock for the
(Continued on page 4)

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"Tout serait allé mieux avec Coke."
Serious students of French history will recall these famous words (translated below) which were written in the sand of the Isle of Elba by the exiled Napoleon Bonaparte. Napoleon's fondness for the unique, bold taste of Coca-Cola (not to mention its refreshing lift) is well known, and is considered particularly significant in light of the fact that Coke wasn't invented for some 72 years after his exile.



"Things would have gone better with Coke!"

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TRADE MARK

LETTERS TO THE EDITOR

Stanley Steamer Corporation. ("The Steam-Driven Automobile in America," August.) This was because an engineer had said he could design one that would start quickly.

After talking to the vice-president of Pennsylvania Railroad and to one of the engineers of Combustion Engineering of New York, I decided to put money into the proposition. Greyhound Corporation put in \$200,000; they thought that they would like their buses driven by steam, because, of course, there would be a lot more power from steam than from gas.

The scheme did not work out. I do not know why.

DAVID L. SHILLINGLAW
Chicago, Ill.

AIR SPEED RECORD TO U.S.

SIR: Late this past summer, the speed record for piston-driven aircraft, long held by the German Fritz Wendel, was broken by an American, thus bringing the title back to the United States for the first time since 1939. I recall that you featured a story on Wendel and his record-making Messerschmitt in an issue some time ago. ("Willy Messerschmitt's Amazing Speed Record," by Frank A. Tinker, May 1967.)

Wendel's record of 469.2 miles per hour

was broken by Darryl Greenamyer, a test pilot, at Edwards Air Force Base in California. He reached an average speed of 478 m.p.h. in a remodeled prop Grumman F8F2 flown under the rules laid down by the Federation Aeronautique Internationale. Although more at home at 2,000 m.p.h., Greenamyer was quoted as saying that his 478 m.p.h. gave him much satisfaction because he finally was able to bring back the record that had once been owned by such pilots as Howard Hughes, Jimmy Doolittle and Billy Mitchell.

GEORGE M. PATRICK
Hollywood, Calif.

ATTN: WW2 SEAGOING G.I.'s

SIR: I am writing a history of the WW2 fleet of small army vessels of the tug and Y-tanker class and wish to hear from any crew members who served aboard these vessels in transit to or while in northern European waters. Documentation concerning the small fleet is sadly missing from Army records. If anyone has any information—particularly personal experiences—I would appreciate having it. Footnote credit will be given.

CHARLES DANA GIBSON
R.F.D. #2
Hillsdale, N.Y. 12529

LEGION DYNAMITE

SIR: I was delighted to read a summary of the report of the Legion's Task Force

for the Future, as read to the National Convention in Atlanta by Past National Commander William Galbraith. We can all do more about the concise list of ten major problems in America which the Task Force urged us to pay more attention to as Legionnaires. Let us not believe that because poverty; race-relations; inflation; national security; anarchy and uneven justice; pollution; a decaying, disorganized and lost educational system; a bewildering technology, etc., are big problems, that "little people" and local groups cannot do anything about them.

It was because many local members and groups each did their little that the early Legion did an awful lot about the major problems of the country in the early 1920s.

It is probably forgotten that back then, just in the single field of developing commercial aviation the Legion was the citizen leader.

Those old boys didn't say "This is a big, national problem, there's nothing we can do about it." They said "Let's do what we can." And if the story were told today, it would be clear that the Legion did more to create public aviation than any single group in the country. Legionnaires did anything and everything within their power. In the state capitals they lobbied for airport construction. In the towns, some Posts sent work groups of their members out to pull stumps and clear land.

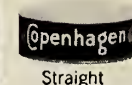
They organized model airplane clubs

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to interest boys in aviation, and many of those boys became the pilots and company executives of the airlines.

Legionnaire aviators, like Roscoe Turner, publicized aviation by any and all means, even with stunt flying and publicity gimmicks, to make people's minds more receptive to aviation as an accepted part of civilian life.

Similar Legion tales could be told in all sorts of areas of national problems back then. The formula was always the same. If you can't do a lot, do a little, but do something. In a big organization like ours—the biggest in the land whose interest is purely in America with no special selfish motive—a little by everyone adds up.

The Atlanta Legion convention, I note, picked up the Task Force's point on pollution and asked Congress to initiate a unified study and attack on pollution in all its aspects in the whole country. This is the Legion as a Voice. Let's not let it die. Let's keep howling for a single, concerted attack on pollution until we get it. Technical difficulties be damned. We have to have clean air, water and soil—not explanations for the dirt.

Let's raise more voices for the complete and impartial review of our educational system that we need so badly, and which the Legion Task Force recommended. Our educational system is sick and the day of patchwork has to end. We have to inspect the roots of our school systems and do whatever a real diagnosis calls for. The school systems cannot do it themselves. They are entrenched in old habits, ways of thinking that deserve a decent burial, vested interests that have been frozen in their mould since the 1930s, and too much arbitrary power to sit as their own judges.

Who can argue with the Legion Task Force's potent brief comment that the campus disorders prove one of two things or both—either the students do have cause for complaint, or the educational system has failed to teach them the values they need in a free society? One of these has to be true, if not both. If there is no cause for student complaint, then their actions are the actions of a miseducated generation. Either way, the educational system is sick, and it will need an outside doctor to prescribe for it, if not dynamite to destroy it so we can rebuild.

I hope the Legion will make a special study out of which to recommend to Congress, the President and all the governors the establishment of an expert and realistic body, not controlled by the patients themselves, to make recommendations for an overhaul of the educational system from the roots up. As the Task Force said, inspect everything—from "kindergarten to the graduate school"—and especially the basic philosophy and values of a system that is turning out students who, in such considerable numbers, seem to have no values and few emotions stronger than self-pity, and often no more ambition than that needed for self-destruction.

L. A. KNIGHT, JR.
New York, N.Y.

PERSONAL

THE BIG UTILITY DILEMMA SOME PRICE DECLINES AHEAD MOUNTING MINI-CAR MOMENTUM

If your electric bill hasn't already gone up, it very likely will in the near future. Don't be surprised if you get caught in temporary power shortages, as well as civic debates over new power sites and pollution control.

• **Major utilities across the nation want rate hikes, ranging from 6% to 16%,** claiming that 1) operating costs are up, 2) new construction and pollution control are expensive, and 3) their present return is too low when compared with the going level of interest rates. These pleas are just about sure to get results.

• **Capacity currently is strained to the limit** in such areas as Pennsylvania, New Jersey, Maryland, Delaware and the Greater Chicago complex. As a matter of fact, any region with extreme temperature variations is shaky because of high air-conditioner drain in summer and heating systems in winter. Hopefully, new generating capacity, now nearing completion, will prevent really serious shortages, but it's a keep-your-fingers crossed situation.

• **Don't expect the power problem to clear up overnight.** As a rule of thumb, the demand for electricity doubles every decade, so consumption grows progressively more staggering. Meantime, utilities often are stymied in creating new facilities because of hassles over power sites and types of plants. Some communities object to the use of "fossil fuels" (coal and oil), some object to nuclear energy, and all are wary of pollution.

★ ★ ★

As you know from sad experience, living costs have risen very steeply this year. Double-barreled question: **Is anything cheaper now than 12 months ago, and will some prices go down soon?** The answer is yes.

In the cheaper category you will find such hard goods as TV sets (both portable and console), radio sets (portable and table models), tape recorders and quite a bit of camera gear—including movie cameras and 35mm color film. Here and there you may run across a few food bargains, mainly in canned goods (fruit cocktails, pears). Multiple-vitamin concentrates and women's nylon hose, too, are in the declining class.

Meantime, only very minor price rises have occurred in refrigerators, residential phone service and non-alcoholic beverages.

As for coming declines, the most welcome ones will be in food. Prices at the wholesale level have been falling, which means that the consumer eventually will get some measure of relief. Pork and beef are two big items that should start heading downward. Fruit could be another.

★ ★ ★

Note that all automakers now are in the small car race, meaning the \$2,000 class. Ford's Maverick started it, followed by American Motors' Hornet.

But pretty soon the cars will grow still tinier, with wheelbases of less than 170 in. Over the next year, every maker will have a brand new set of these sub-minis on the market. **At the opposite end of the line, most 1970 models have grown still longer, still more powerful and somewhat more expensive.** Note these trends:

• Convertibles and two-door sedans are losing favor. Hardtops are gaining in popularity.

• And in case you hadn't noticed it, side vents are disappearing fast because of the rapid rise of car air-conditioning.

★ ★ ★

With the advent of winter (often tough on you physically) it's a good idea to have a thorough medical checkup.

Be sure it includes heart, chest and lungs, plus an eye test for glaucoma (which, if not detected in time, can lead to very serious sight damage).

—By **Edgar A. Grunwald**

THE GROWING PROBLEMS OF AUTO DEFECTS AND REPAIRS

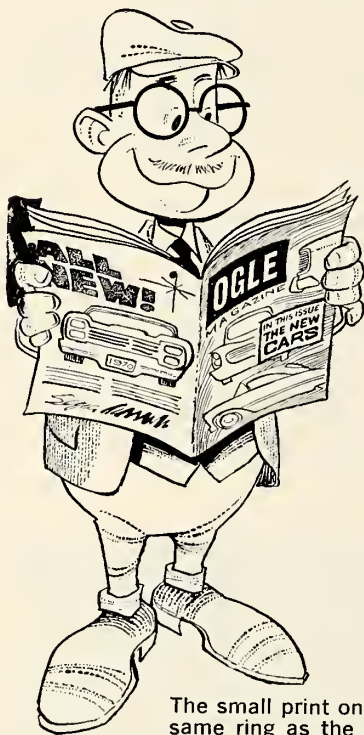
By HENRY LEE

TODAY, AUTOMOBILE DEFECTS and repairs have become a National Problem.

In just three days last December, the Subcommittee on Antitrust and Monopoly of the Senate Judiciary Committee filled 666 pages with a stupefying and often contradictory set of facts and testimony about the wilderness of the American auto repair industry. That was only Part I. More hearings were held in April, and they were picked up again

Nobody denies that auto repairs today are a National

Headache—and what a complex picture it all makes.



The small print on the warranty doesn't have quite the same ring as the sales copy. At times, the difference hurts.

in October, as these words were going to press.

Millions of cars are humming along smoothly on the highways on any given day. This proves, as Sen. Roman Hruska (Nebr.) noted, that Detroit and your local dealer and garageman must be doing something right. But the hearings were about what's wrong.

Every interested party has his own point of view about what's wrong. Their views are not all the same, though they agree on *some* facts. And there are many interested parties.

There is "Detroit"—that is the Big Four U.S. car makers—General Motors, Ford, Chrysler and American Motors.

Not only does "Detroit" have its point of view about defects and repairs, but "Detroit" is a favorite whipping boy for other parties to the problems of auto repairs today. When dealers, repairmen, auto body men and the like get together, they like to hand out lumps to the Detroit sales staffs, the Detroit service staffs, the Detroit automotive engineers and whatever Detroit teams determine automobile design, automobile repair labor rates, and automobile spare parts design, prices and distribution.

Separate points of view, often in conflict, are held by new car dealers, insurance companies, insurance appraisers, independent garagemen, auto body re-

pairmen, auto mechanics, independent parts makers and distributors, service station operators and their old company franchisers, and so on. And there are the battery people and the tire people and the chain store outlets for auto parts and repairs.

All of these have their fingers in the repair pie, or the hot water, if you please. About *one* in every *seven* Americans lives in one way or another off the auto industry. It is the biggest industry the world ever had. In the United States, it is more than twice as big as Number Two—steel. That leaves room for plenty of inside points of view about why so many cars are defective, and why it is so irritating, difficult and costly to get many of them fixed.

There are also the "reformers"—people like Ralph Nader of auto-safety fame, and the college professors and consultants who have specialized in studying the industry and its problems and complex nature. And then there is the biggest interested group of all—the car owners. In the last year, our country went over the 100 million mark in cars, buses and trucks licensed to ride the highways. Most of the cartoons here sort of reflect the special point of view of the car owner who has had a Horrible Experience in one way or another with auto defects and repairs. Not everyone else would agree that the cartoons are properly restrained, but *some* customers would say they are too mild.

The car owner is caught between two camps. He comes on the scene as a buyer dealing with the Big Sales Pitch of Detroit, represented by its alluring ads, the glittering external magnificence of the year's new car models and the pearly smiles of the local salesmen.

But when he owns the car and it gives him trouble, he is not basically dealing with Detroit anymore, with its four big heads and shining optimism. He is sud-



denly in the hands of a many-headed business—a very different world. When he bought his car he was in the market. When he needed something for it he was in the aftermarket. The difference is enormous. The aftermarket today is almost as big as the market. The new car business is in the order of \$30 billion a year and the auto service and parts business is well up in the \$20 billions. But instead of four main heads, it has 400,000!

One of the favorite accusations against Detroit is that it has an enormous controlling influence on the aftermarket, but doesn't bring to it the same enthusiasm and love-of-customer that it brings to the new car market. From superficial evidence, almost anyone would agree. The welcome is not the same in the service department as it is on the showroom floor.

Customers who have been burned have complaints against both the market

and the aftermarket. Their gripes about auto defects and repairs are endless in their details, but their shape is suggested by this list:

1. Even good, prompt work costs an arm and a leg—and repairs in dealer shops cost more than most.

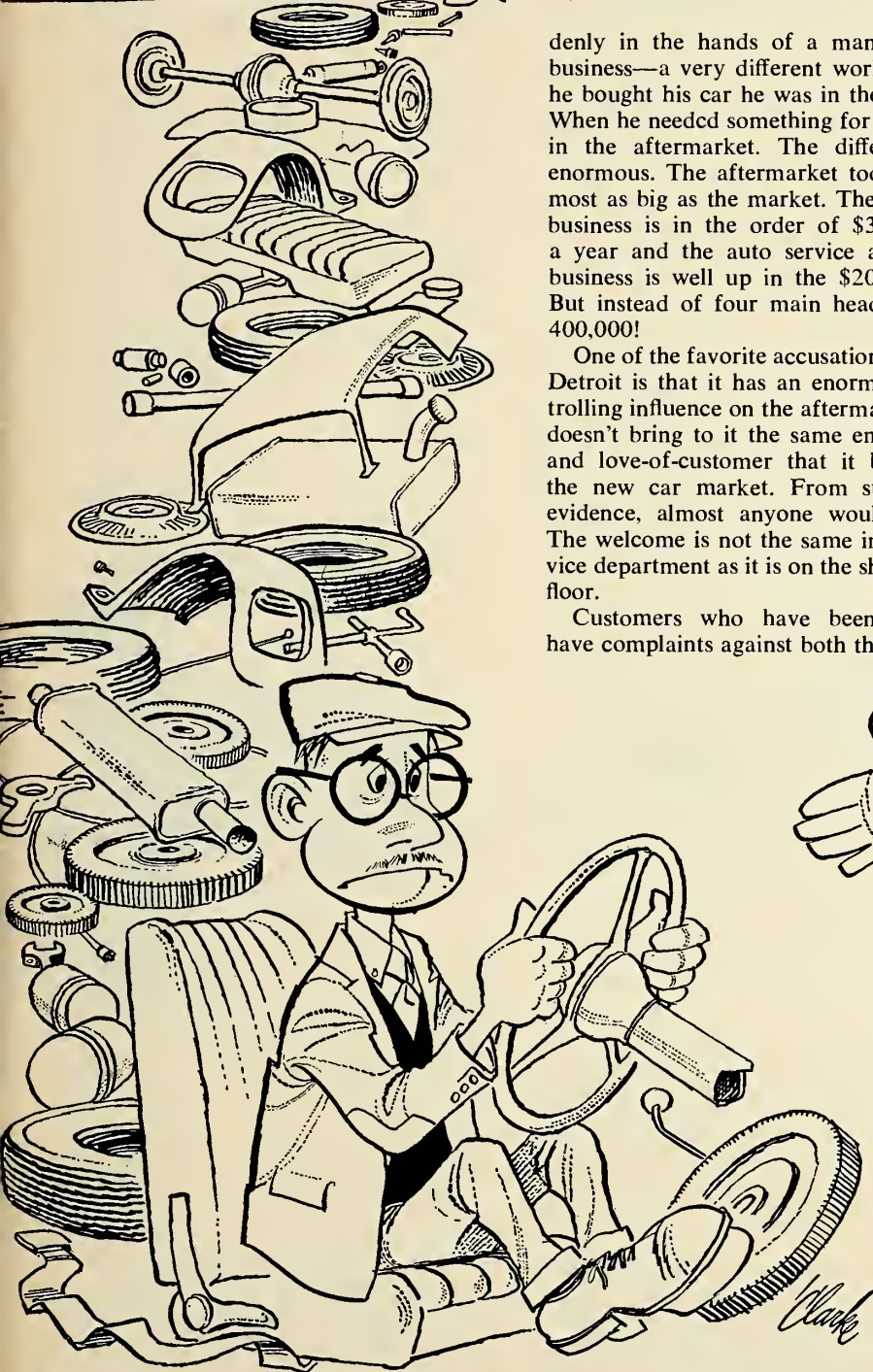
2. A lot of car repair work is not good. What the car needs may not be discovered, while unneeded work may be done and unneeded parts installed. Work needed may not be done correctly.

3. A lot of work is not prompt. All sorts of delays occur in getting a car fixed. Sometimes parts take forever to get. The customer needs prompt repairs. He depends on his car, may have to rent one while being held up with service delays. Yet he may have to arrange an appointment days or weeks ahead just to have his sick car looked at.

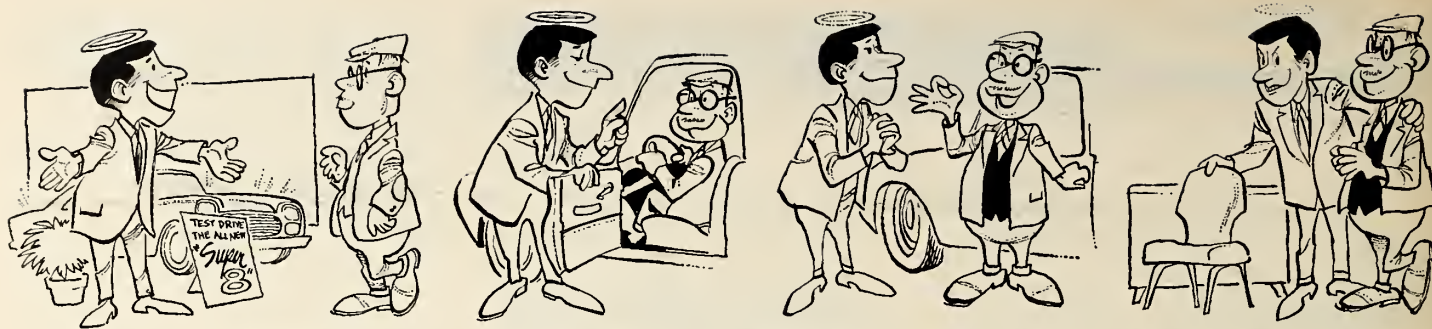
4. New cars are delivered with all sorts of things wrong with them.

5. Getting a faulty new car fixed under the warranty is an unsure thing. You may get good service, but you may get a poor job or even be stalled off indefinitely.

6. Cars are so designed that minor



More and more defects have been showing up in brand new cars, for which dealers and makers blame each other



Some customers complain that they get entirely different treatment, depending on whether they are buying a car or already own it.

CONTINUED: The Growing Problems of Auto Defects and Repairs

accidents cause enormous dollar damage, and so that there are large labor charges just to get at an inexpensive part to fix it. (Today, if you haven't noticed, more and more cars have to be put on a lift just to change the spark plugs.)

7. There are ever more actual crooks in the repair business, whose work—if any—takes on various forms of swindles (like holding the car for a while and doing nothing, then billing for pretended work).

8. Some mechanics don't seem to know anything about their business. They just try this and that to solve a problem, and hope it's right.

Nobody denies that all of these things happen, and happen to an ever-growing army of car owners. The Senate subcommittee last December tried to find out what the actual extent of such experiences is. But the only agreement was that there's a lot of it.

The Senators almost fell out of their chairs when Glenn F. Kriegel, head of Denver's Auto Analysts diagnostic service, testified that in his experience no more than 1% of over 5,000 cars that he had inspected for alleged repairs by various shops had been repaired correctly in every way. Some 99% had been repaired "inadequately," or "not at all," while about 1% had been well cared for. The Senators couldn't believe the situation was that bad generally. They kept asking later witnesses about this "only 1% of repairs done right." Nobody else went that far. But independent garage owner James W. Hall, of Atlanta, said that about 20% of his brake work is on brakes that have just been "repaired" in other shops, and still need fixing. In some cases, he said, it was the customer who was at fault. The car owner had price-shopped for the cheapest brakebands he could find. And that's what he got.

Auto dealer spokesmen said that a survey showed 64% of their repair customers satisfied. Subcommittee Chairman Sen. Philip A. Hart (Mich.) noted that that left 36% less than satisfied. The dealers' representatives agreed that

there were a lot of customer complaints.

Various Consumer Union reports, cited by the Federal Trade Commission, suggested that from a fourth to a third of new cars delivered from 1963 through 1968 models were not in satisfactory condition when sold. About four-fifths of Consumer Union members who said they got faulty cars were satisfied with corrections made under the warranty. But of the unhappy, remaining one-fifth, about 15% said the dealer would not cooperate under the warranty, while well over 60% said the dealer "could not fix" what ailed their brand new cars. Another 10% were in an interesting group. The troubles with their new cars were not covered under the warranty, which left it up to them to pay to have a fault in a new car fixed.

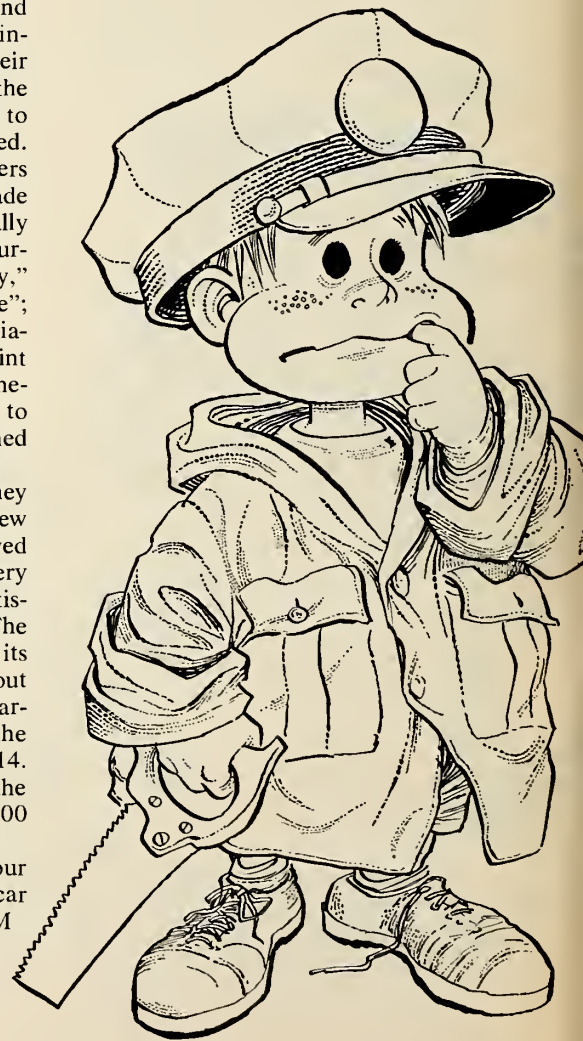
A Newsweek survey of new car buyers in 1967, quoted by the Federal Trade Commission, was said to be scientifically sound as a general sample. Of those surveyed, 54.6% said that "mechanically," their new cars were "extremely reliable"; 35.2% said they were "generally reliable," which the FTC felt to be faint praise. More than 9% found them "mechanically unreliable." That's close to one new 1967 car in ten being deemed mechanically unreliable by its owner.

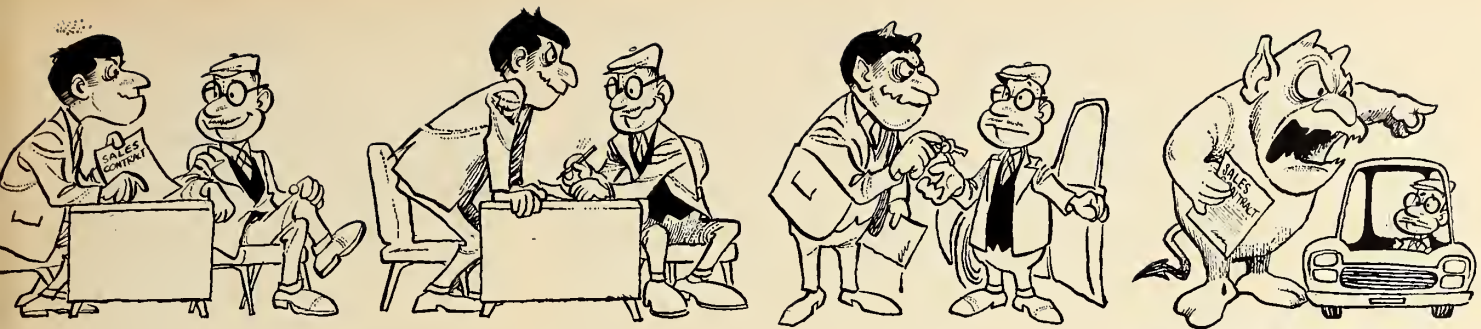
On the question of the service they received from their dealers on those new '67 cars, the Newsweek survey showed about 84% saying "satisfactory" or "very satisfactory," with 14% saying "unsatisfactory" or "very unsatisfactory." The Federal Trade Commission said that its complaining mail from the public about performance on auto repairs and warranties was, in January 1968, one of the largest totals on one topic since 1914. (Not many people write the FTC; the total it spoke of was in the order of 3,000 letters.)

The FTC asked the Detroit Big Four about complaints to them from new car owners in 1964, 1965 and 1966. GM said it had more than a million customer complaints of all sorts on file for the years indicated, but it would be a job to classify them by subject. Chrys-

ler gave no figures except to say it would take 26 man-years and \$400,000 to dig out the info the FTC wanted. Ford gave the FTC a confidential breakdown of its customer complaints over the three-year period. American Motors gave round numbers on warranty complaints (about 15,000 per million cars sold), and on "dealer delay" complaints (9,500 per million cars sold).

This sort of mail volume might make you wonder what sense it makes to write Detroit to bring the powers that be down





ILLUSTRATIONS BY BOB CLARKE

on your dealer if you are unhappy with him. Indeed, testimony was that, generally, Detroit will just refer you back to the dealer you are complaining about if you are complaining about your dealer. Yet there was one case cited in which a fellow got a real lemon of a Buick, a car that was no good even when all the warranty work was done, and so he wrote to Buick and Buick gave him a new car. American Motors reported that better than 90% of its complainants were eventually satisfied. Chevy reported 240,000 satisfactory adjustments of complaints on all models during the year 1965.

Of course, some of the most prolific letter writers in the land would not be considered by a jury to have cause for complaint. So it can't be said that a million complaining letters to one car-maker proves it did a million things wrong. There is just no measure of the true extent of genuine complaint in the auto field. But there's plenty, and the citation of some handpicked horrible examples would curl your hair.

Atlanta's James Hall told of an elderly couple that called his garage in desperation. They could hardly make their brand new car stop, and the dealer wouldn't even look at it, just told them it was OK. Hall showed the Senate subcommittee photos of the car's fragmented brake system.

The real crooks in the repair business are only partially a part of the present crisis. That is, they've always been with us. But they are thriving even more today *because* the declining ability of the legitimate part of the business to give good service is driving more and more car owners into the arms of those whose only instinct is to cheat.

This September, the New York Post quoted N.Y. Ass't Att'y General Barnett Levy (overseer of consumer frauds) to the effect that the complaints he gets about fraudulent business practices are now overwhelmingly about auto repairs.

Reporter Susan Meyer quoted him this

But then he sort of forgave them by saying that they are forced into it by a complex of squeezes put on them in part by Detroit and in part by the great shortage of good auto mechanics. Prof. Leonard left everyone in the dark about how many dealers he thinks are thus "forced" to cheat in some way. He said it wasn't "most" dealers. There are now about 28,000 dealerships in new American cars (they are getting fewer and bigger). "Not most" could be 13,000 indulging in what he called "rackets," or it could be 100.

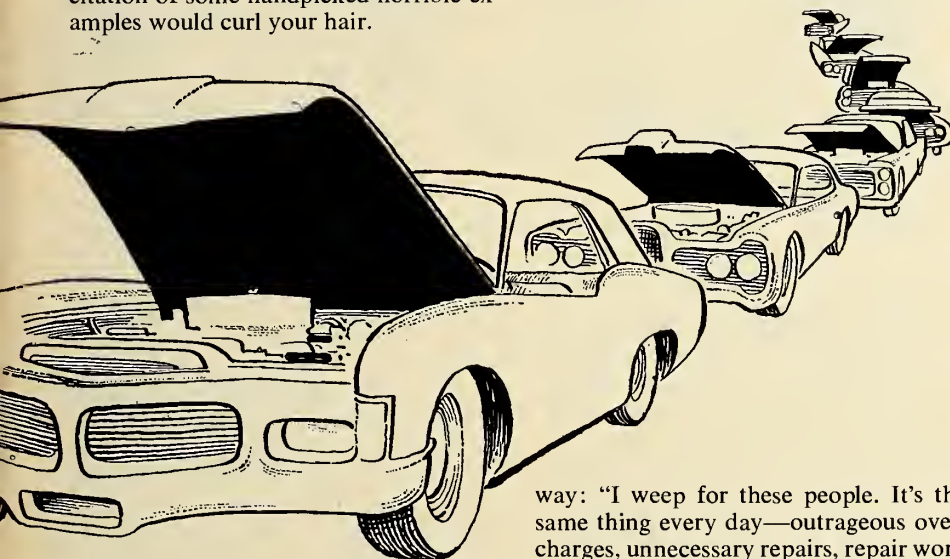
Prof. Leonard's "rackets" included the familiar ones—padded labor charges; billing for work not done, billing for a more costly job than was done, doing unneeded work, overcharging for parts, installing new parts when the old ones could be repaired for less, replacing perfectly good parts, installing rebuilt parts and charging for new ones.

As he explained his theory that dealers who'd like to be honest are forced to cheat, he (and other witnesses in their turn) had first to describe the complex world of auto repairs that's well known to those in the business but not so well known to the customers. No outsider can follow anyone's theories about who's to blame without a look at the customs of the business. Let's look.

A typical bill for a car repair job is broken into two items. One is for parts. The other is called "labor," but it isn't just labor. Today, the "labor" charge is in the area of \$7 to \$8 an hour. Typically, the mechanic gets half of that, and the shop gets the other half, to cover its overhead and its profit margin on services. Nobody puts a clock on how many hours the mechanic works. Instead, each of thousands of possible repair jobs is listed in one of several manuals. The manual cites the parts needed, their cost, and allows how many hours and minutes the job should take. That is the basis of billing, and the manuals are called "flat-rate" manuals.

These are the basic practices in all dealer shops and most other garages, with the possible exception of some service stations.

For reasons that will soon be evident, the flat-rate manuals are a center of contention and a great deal of mischief.



Everyone agrees that a shortage of good auto mechanics is creating a real crisis. And there's ever more to being a good one.

Denver's Glenn Kriegel told the Senate of a guy who bought a used car from a reputable dealer and took it to Kriegel's diagnostic service for a checkup. The car had been in a wreck, said Kriegel, the frame had been broken, and was only tack-welded together. It could have broken in two on the road.

way: "I weep for these people. It's the same thing every day—outrageous overcharges, unnecessary repairs, repair work paid for and never done—or done badly, people charged for new parts they never got, and so on. Every year it gets worse." And, according to some experts, honest men are forced to cheat in car repairs in today's situation.

Hofstra University's Prof. William N. Leonard gave the Senate subcommittee a lengthy rundown on the whole auto industry as he sees it. He said that the legitimate new-car dealers are practicing more than half a dozen "rackets."

Detroit puts out its own manuals. But there are also private manuals, sold to shops by private publishers. Two notable ones are Glenn Mitchell's, published in San Diego, and Chilton's, published in Philadelphia. All these manuals are enormous things—thousands of pages listing parts and estimated repair times on virtually every part of every model of every car made, going back several years, by every American manufacturer and some foreign cars—notably Volkswagen. Trucks too.

By and large, the well-accepted Glenn Mitchell and Chilton manuals allow a quarter to a third more time for many jobs than the Detroit manuals. Thus, on many jobs a shop can charge from a quarter to a third more for "labor" if it uses the privately published manuals instead of the Detroit manuals. You will note, too, that most mechanics are doing piecemeal work. They don't get a wage, or fringe benefits, and, if they use the

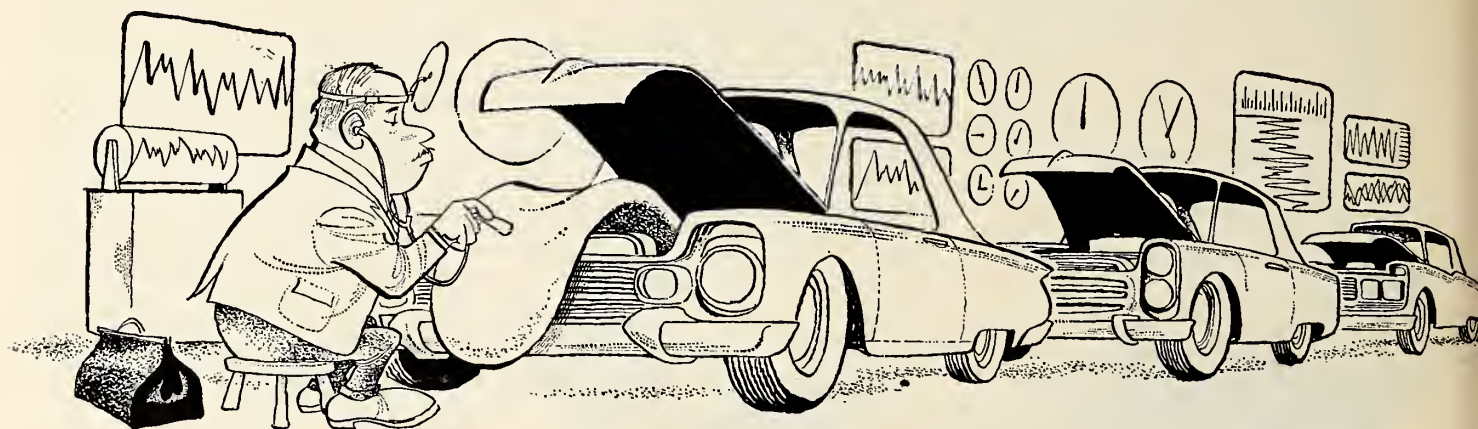
circumstances to create a lot of the present mess. But what explanation you accept must depend on whom you believe. Some dealers and Prof. Leonard and some others have it in for Detroit on complex grounds that go something like this:

Detroit is hot to sell cars, and uses its power over dealer franchises to force them to sell cars like mad. In order to meet quotas, dealers cut prices on new cars to the point where they have to make it up on repairs. Detroit even discourages them from expanding their repair services because they should devote more energy and assets to selling. So the dealers are forced to squeeze all they can out of a repair business that they must keep fairly small. Meanwhile, the repair business is tough enough because of the shortage of good mechanics. Even this little bit of the picture puts pressure on dealers to get all they can from each repair customer.

But more. Starting in the early 1960's Detroit went on its competitive binge to

posed to put them in shape. They have a fixed "make-ready" allowance in the manufacturers' list price for routine readying of a new car. Beyond that, they could bill Detroit to make a cream puff of a lemon. So here were the dealers getting even more discount work from Detroit for their repair shops, while better-paying cash customers were lining up and crying for attention every day. The temptation was great *not* to fix up the lemons. Sell them as is, and hope they didn't come back as warranty work—especially sell them as is to customers who drive hard bargains pricewise in buying new cars. Then the dealer's profit can only come out of not spending his "make-ready" allowance.

In this version of the story, the warranty and make-ready work were so costly to the dealers that their only way out was to soak the cash customers via Prof. Leonard's "rackets." Somebody at the hearings said that the net result was that, in addition to all the troubles car buyers



Auto diagnostic services, with devices to check vital functions in about half an hour, are a new hope.

time that the manual allows, they are making like \$3.50 to \$4 an hour. In some parts of the country unskilled labor is getting more and other skilled labor much more than that.

The next piece of the jigsaw is that when the dealer shop does work for Detroit it *must* use the Detroit manual; it *must* provide parts at a much smaller markup than the shop can charge its cash customers, and provide "labor" at a preferred rate. The manuals rule the trade practices. When a non-dealer shop does repairs covered by insurance, the insurance appraiser also will insist that the Detroit manual be the basis of the work. And many insurance appraisers will insist on a discount because of the volume of work they bring in. (It also was testified that some insurance appraisers will encourage superficial repairs to keep costs down.)

These practices combine with other

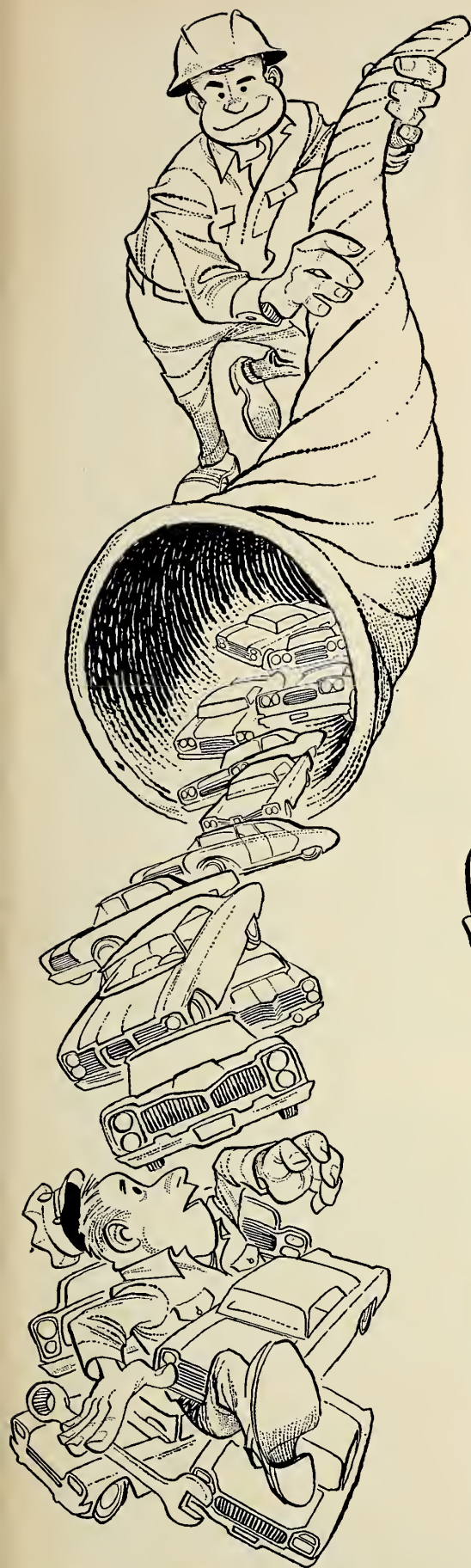
offer 5-year or 50,000-mile warranties on most of the guts of new cars.

That filled dealer shops with customers demanding repairs that Detroit would pay the dealer for, out of the Detroit manuals, with the preferred rate on parts and labor for Detroit. You name the job. If it were on warranty the dealer would get far less for it than if the customer paid for it. So at least some dealers stalled warranty customers off (some car owners claimed they were stalled until the warranty expired and they'd have to pay for it), or put their worst mechanics on it, keeping their best ones for cash customers.

But more. As the new-car market boomed in the late sixties, Detroit (which is the villain throughout this version) produced cars so fast that their quality control slipped behind. More and more imperfect new cars were sent out to dealers. The dealers were sup-

had with warranty work and imperfect new cars, the cash repair customers paid for the warranty work of the new-car buyers.

Others didn't see it that way. Three spokesmen for the National Automobile Dealers Association appeared, and disowned a good part of Prof. Leonard's testimony on their "behalf." They admitted that they were pinched by the sort of circumstances outlined, but hotly denied that it was so bad that they were forced to turn crooked. They said that the long-term warranties *had* been a boomerang and a bust (for two years now Detroit has been cutting them back and hedging them in). They said there was considerable conflict between themselves and Detroit, but they weren't ready to chuck the system. They stressed, as everyone else did, the shortage of good mechanics and other help. They noted that the Detroit car makers run schools



High-speed production helps make imperfect cars, leaving it to dealers to fix them up.

for mechanics and have been aggressively opening up new ones in the larger population centers, but the mechanic shortage is serious and getting worse.

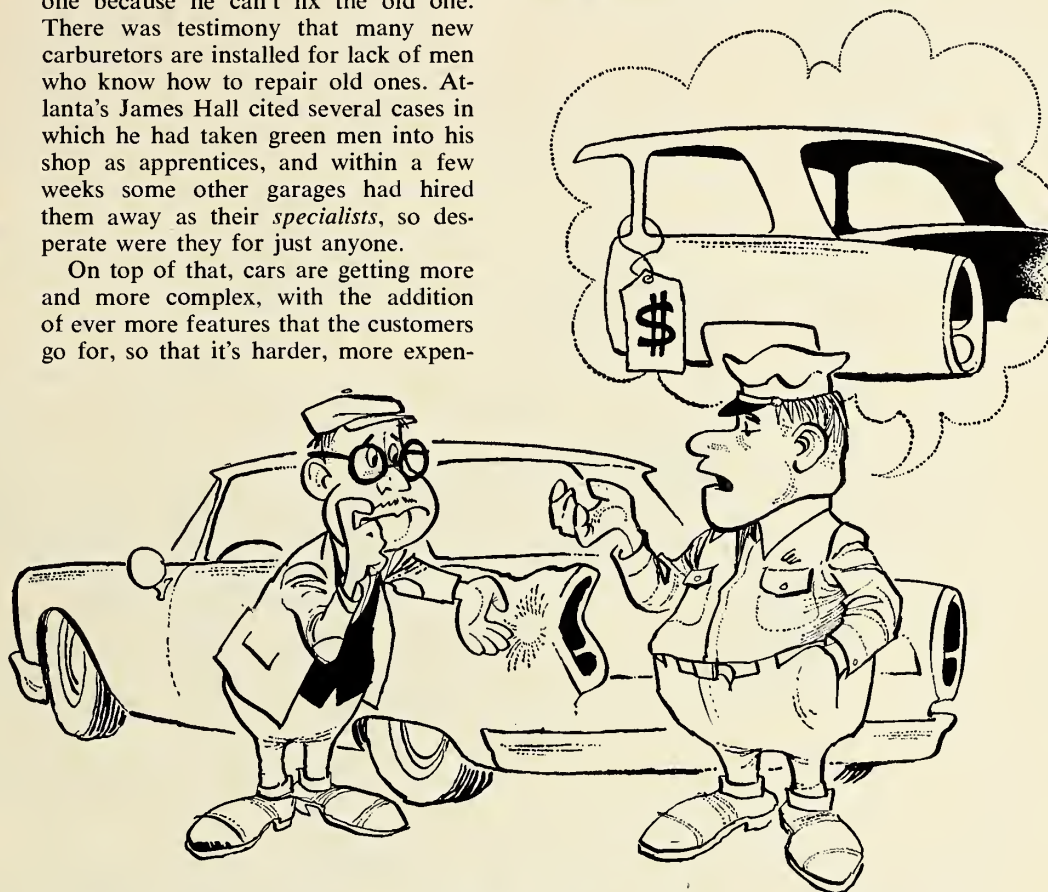
Of course when an industry can't get enough qualified men to do the work, almost every complaint one hears about auto repairs today can flow from it. They have to hire unqualified men and keep their fingers crossed. The unqualified man will be slow, may not diagnose what's wrong, may find it but repair it improperly. He may have to install a new part instead of fixing an old one because he can't fix the old one. There was testimony that many new carburetors are installed for lack of men who know how to repair old ones. Atlanta's James Hall cited several cases in which he had taken green men into his shop as apprentices, and within a few weeks some other garages had hired them away as their *specialists*, so desperate were they for just anyone.

On top of that, cars are getting more and more complex, with the addition of ever more features that the customers go for, so that it's harder, more expen-

chanics is "not sufficient to motivate enough young men to go through the hard years of training required."

The mechanics, he said, are particularly peeved about the billing to customers that lists as "labor" a sum that is twice what "labor" gets, because this custom creates a general impression that mechanics are responsible for high repair costs.

On the matter of high costs—quite apart from any imputation of malpractice—a couple of witnesses teed off at built-in high repair expenses due to automobile design and the high-pricing of



Auto design helps make even minor damage expensive to repair.

sive and calls for more skill to fix them. While good mechanics get scarcer, it takes more to be a good mechanic.

And how on earth are you going to get more and more of the kind of mechanics you need when they are paid like unskilled labor and put on piecework, with none of the fringe benefits they can get in other specialties? That's what witnesses on behalf of mechanics asked, such as William Winspinger. He's v.p. of the International Ass'n of Machinists and Aerospace Workers. He complained bitterly that the flat-rate manuals give Detroit control of the wages of people who don't work for it. He said it violated national labor relations policies, because it blocks the right of mechanics to engage in collective bargaining with their employers, the shops. Finally, he said, compensation for highly skilled auto me-

parts. Louis Baffa, president of the Auto Body Association of America, waxed wroth over this. His association is made up of auto body shops in 30 states, whose principal work is the repair of collision damage.

He said flatly that somewhere along the line the cost of parts doesn't make sense, and he showed the Subcommittee similar parts for different cars (sometimes made by the same subcontractor) that were miles apart in price.

Then he went into design. The 1965 Pontiac Bonneville he said (demonstrating) has a fender that comes within a quarter of an inch of the windshield. Comes a slight front end collision and, bam, there goes a \$100 windshield, not to mention flying glass. By contrast, see the 1968 Rambler. There's a cowl between fender and windshield. "Even in

CONTINUED The Growing Problems of Auto Defects and Repairs

severe cases, it is not too often that the windshield will crack when the design is made in such a fashion," he said.

He went on and on. He cited costly headlights so placed that a little tap would wreck them, when they could have been protected by design. Like the '67 Chevy that he demonstrated, with a \$32.30 headlight assembly (not counting labor). "In my own shop I have replaced many of these that were not even involved in a collision; they were damaged by someone backing into them. You can see how it protrudes up to the edge of the fender."

Baffa and others complained no end about bumpers. In substance, bumpers used to be strong, well-sprung parts to

radiators which ride into the regular radiators behind them which ride into a fan only an inch or two away. Batteries shouldn't be where they are, he said. "In many cases I have replaced batteries just because they were put up front."

He compared the same type of collision (a) when happening to a 1949 Pontiac Chieftain and (b) when happening to a 1968 Pontiac Catalina. While his figures probably made listeners dizzy, the import was that chiefly because of design and a 400% increase in the cost of parts, the job had risen from \$685.47 to over \$1,800. And the labor allowance, he said, was less today to do the job than in 1949.

on the bumper, which became a bit of flash itself. The fenders really disappeared, to bring the actual body beyond the wheels. That is, said Bennett, "The auto body proper crept constantly outward toward the perimeter of protection, the areas of protection diminished and have . . . disappeared."

Appearance and novelty ruled the roost. Now we have headlights recessed, to fill up with snow, and so out of sight from the side that side lights are needed in order to be seen from right or left, and so on and so on. No denying that all this stuff costs a pretty penny, is useless and sometimes dangerous, and gets hurt easily. Why does Detroit do such things?

Detroit has a ready answer. That's what people want. It's easy to dismiss this claim as a poor excuse. But we, the customers, have something to answer for. The people have *bought* the flashy cars and turned their backs on the simple ones. Not all, but by far most people. If the American people really would go for practical, rugged usefulness and safety in automobiles, you may be sure that after WW2 the Jeep would have so run away with the market that all the Big Four would have been making their own version of Jeeps their main lines. There's not a car maker in Detroit that would not make a million Jeeps next year if it could find anybody to buy them.

Back before Ralph Nader, Ford took a flier one year in bringing out a *safe* car and advertising its safety features. The customers went to the Other Three in such droves that Ford had to get off its safety kick and go back to flashiness in a flash.

This year, with its Maverick, Ford is offering a car on which you can do-it-yourself where many repairs are concerned. It has some easy-to-repair design, and a do-it-yourself instruction manual. It got off to a good start, but it will be interesting to see if its appeal goes beyond the Volkswagen crowd. Ford makes it to compete with Volkswagen. But while Detroit would like to grab the Volkswagen lovers, it couldn't make a living off them.

As buyers, we encourage practices that we will blame on others. People wouldn't buy safety in a car, but support laws to enforce it. Laws are needed if our buying habits will give the prize to the competitor who violates common sense. Bennett told the Senate that laws and regulations are needed in such things as the specifications of the strength, character and height of bumpers. The public would punish the car maker who *volunteered* the right design, by buying something prettier.

(Continued on page 46)



Everyone involved seems to blame everyone else for the mess—and convincingly.

receive shock and protect the rest. They were rugged and not expensive, and placed out front to catch blows. But they have been made into expensive parts that protect little or nothing, their whole function being turned from protection to a bit of styling to catch the eye. In effect, they are becoming an expensive, non-functional part that simply gets smashed up itself at considerable repair cost—without protecting anything. The bumpers on some cars are at different heights than on others, so that just a little "parking lot" type tap rides one car's bumper over another's, taking out lights and bending body sheet metal.

Baffa cited some car models in which a whole array of expensive stuff up front gets wrecked in minor collisions, simply because no design regard is given to protecting it. Soft weak bumpers and "protecting struts" ride into air conditioner

Of course everybody blames all this sort of thing on Detroit, and it is Detroit that designs the cars. Norman Bennett, an automotive engineer who is in business for himself, took the stand and told the story of design changes that he blames on Detroit.

In the old days, he said, the car was surrounded by a "perimeter of protection." The bumpers and the running boards and the independent fenders surrounded the essential parts of the car and the humans in it. They took the minor blows and protected what was essential, and they were easily fixed. But as the competition to attract the buyer's eye got hot, designers wanted to make the cars look bigger and flashier, and in a sense make the whole exterior one unit of "style." So the side paneling moved out to replace the running board. The headlights and grillwork moved up



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a truck

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Getting toughness and comfort on the same four wheels takes some doing. Like Twin-I-Beam independent front suspension, Ford's better idea for smooth riding. Two forged I-beam axles give it strength. Coil springs cushion the ride. Add Flex-O-Matic rear suspension and the ride stays smooth, with or without a load. Inside Ford's cab, roomiest and quietest on the road, is comfort many cars might envy. Customize your comfort with SelectAire conditioning, Cruise-O-Matic transmission, power front disc brakes, bucket seats and a choice of five great engines, including an economy 302-cu. in. V8. See how easy-riding a tough truck can be. See your Ford dealer soon.



FORD PICKUPS





This is how a great bourbon salutes the 50th anniversary of The American Legion

J. W. Dant announces a special collector's bottling to honor a great organization.

The distinguished bottle you see at left was commissioned by the Legion as an official memento of the celebrations honoring its 50 years of fellowship and service.

A true collector's bottle. Only a limited number of these Legion commemorative bottles have been molded, and when this supply is exhausted, there will be no more.

The bottle itself is fired in true Legionnaire blue, with scenes of Legionnaires, past and present, embellished in khaki and navy. On the stopper is a gold replica of the Legion's 50th Anniversary Medallion.

According to knowledgeable bottle collectors, these one-time offerings become increasingly valuable.

The bourbon inside is a collector's item right now . . . a rich, prime Kentucky Bourbon—ten years old and as smooth as 133 years of Dant experience can make it.

Write today to reserve your bottle. To be sure that you receive your edition of this limited bottling, fill in the coupon below and we will reserve a package for you at your favorite liquor store (in states where legal). Send no money. The Legion package may be purchased from retailers only.

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BASIC FACTS ABOUT

Abusable Drugs

▼ Drug taking in a public park in Stockholm, Sweden, where its use is legal.



Step One in a war against misuse of drugs

today is clear information about them.

Here's a rundown of the facts now known.

By JULES SALTMAN

A CALIFORNIA PSYCHOLOGIST, Richard H. Blum of Stanford University, has spent years studying the startling rise in drug use, particularly marijuana, among students and young people.

Speaking about the spread of pot, Dr. Blum said, "We see now a rapidly increasing tempo. While it took approximately ten years, by our estimate, for experimentation and use to shift from the older intellectual-artistic groups to graduate students, it took only an estimated five years to catch on among undergraduates, only two or three years to move to a significant number of high

school students, and then, within no more than two years, to move to upper elementary grades."

school students, and then, within no more than two years, to move to upper elementary grades."

of prevention, treatment and cure. No one is sure just how the war is to be fought, but it must start with clear information because we must know what we're talking about. That is especially true of anyone who tries to talk to young people in the hope of forestalling recourse to drugs.

Here is a rundown of the facts now known about the most notorious drugs that are abused:

AMPHETAMINES. Nicknames: Pep pills, bennies, dexies, copilots, wake-ups, peaches, footballs, hearts.

Medical use: Amphetamines are stimulants, giving a sense of "lift" and good feeling. They postpone fatigue and

There are several hundred products in the group. The most familiar brand names are Preludin, Benzedrine, Dexedrine, Diphphetamine, Biphphetamine, Dexamyl and Dexamobarb. (The last two combine an amphetamine and a barbiturate.)

How taken: Pills or capsules for swallowing. One form, methamphetamine or Methedrine (known to abusers as "speed" or "water") is a liquid and injected.

How misused: Amphetamines are used in moderate doses, often without a doctor's advice, by people who want the stimulating, anti-fatigue effect: students cramming for an exam, athletes trying to improve their performance, truck drivers on an all-night run.

The danger of these practices is that the "good" effect may be deceptive. The student may not be as clear-thinking as he supposes and in an oral examination his swift, easy flow of words may be largely babbling. The athlete may overreach his normal powers—some have strained their hearts and died as a result.

BUREAU OF NARCOTICS AND DANGEROUS DRUGS



The dangerous drugs: (upper left) barbiturates or depressants; (upper right) LSD; (lower left) amphetamines or stimulants; (lower right) hallucinogens, such as peyote and psilocybin (natural products) and lab-manufactured DMT.

school students, and then, within no more than two years, to move to upper elementary grades."

Marijuana smoking is, of course, only one part—though a big and troubling one for parents—of the problem of drug abuse. The picture includes respectable medical drugs such as the amphetamines and barbiturates as well as the illegal chemicals LSD and heroin. And it is by no means confined to the young. Adults, including physicians, housewives, businessmen and other solid citizens are among our regular druggers.

The growing problem calls for a war

the need for sleep, and are prescribed for people in medical need of them—astronauts performing long and intricate routines, for instance. They are also useful in sleeping sickness, in muscle ailments when movement is slow and tiring, and in cases of mild mental depression. They help in certain emotional disturbances of children. Since they also decrease the appetite (though not by much) they are given to overweight people trying to diet.

Amphetamines are synthetics (laboratory-invented), the first one having appeared on the market in the 1920's.

UPI



A New York deputy sheriff stands in field of marijuana discovered in upstate area. Crop, worth \$500,000, was burned, owner-grower was arrested.

The truck driver may forget that the drug only *postpones* fatigue, it does not abolish it. Time and again, sudden, extreme weariness has struck a driver at a crucial moment on the highway, with a fatal accident as the result.

Finally, the habit of taking a pep pill for such "practical" reasons may easily turn into taking it for the "good feeling" alone. This becomes drug abuse.

How abused: Since amphetamines create tolerance (the need for increasingly larger doses to get the desired effect), the "good feeling" seeker must take more and more pills. A moderate

increase over the normal dose results in intoxication, much like that caused by alcohol—staggering, bleary eyes, incoherent speech, poor muscular coordination (and therefore danger behind the wheel of a car).

The next stage of abuse is seeking intoxication for its own sake. Persons on an amphetamine spree may take dozens, even hundreds of tablets at a time. Starting as an occasional indulgence, this easily becomes a regular practice. Alcoholics and even heroin addicts have found an amphetamine "high" a lively change from their usual habits.

Legal standing: The production and sale of amphetamines are closely regulated by the government. While possession alone is not a crime, handling and distribution by an unauthorized person is. The drugs can be legally acquired only through a doctor's prescription, which cannot be refilled indefinitely.

Dangers: Amphetamines do not cause physical dependence, but psychic (emotional) dependence is very easy to develop, since the experience is so pleasant and attractive. Being psychically "hooked" by a drug can be as inescapable as physical addiction. Long and excessive use may damage the heart and blood pressure. Irritability, loss of weight and hallucinations are common to the worst addicts, particularly users of "speed." All of the amphetamines, used heavily, can in the end create insanity equivalent to schizophrenia. So used, "speed" may cause definite brain damage and death.

How to spot an abuser: Liveliness and cheerfulness greater than usual may justify suspicion. Lowered appetite and a scorn for sleep are other early signs. The heavier user will be talkative, restless and irritable. Dryness of the mouth may be revealed by his licking of the lips and drinking much water. Heavy perspiration and bad breath may be noted.

The late stages of amphetamine intoxication and psychosis, particularly in a user of "speed," may be very similar to those caused by other drugs, including alcohol. They might involve delusions, some of them paranoid (the feeling that he is being persecuted), hallucinations and other signs of mental disorder.

Can a secret user be detected by finding the drugs in his possession? Maybe. Some of the popular pills and capsules have characteristic shapes and colors. But there are so many drugs on the market and the similarities among them are so great that appearance alone is a very undependable clue. (This applies to all the drugs of abuse.)

BARBITURATES. *Nicknames:* Goofballs, downs, red birds, yellow jackets, blue heaven, barbs, candy,

nimbies, seccy, rainbows, double trouble, blue devils, sleeping pills.

Medical use: A normal dose of a barbiturate relaxes, mildly depressing nerve and muscle action. It slows breathing and heart rate and slightly lowers blood pressure—all of which encourages falling asleep. Thus, the most popular medical (and self-prescribed) use is for the treatment of sleeplessness. Barbiturates also are used in the diagnosis and

WIDE WORLD



Noted reporter and columnist Dorothy Kilgallen was a victim of a combination of depressants.

treatment of mental disorders, including epilepsy, and for ailments of breathing, blood flow and digestive systems. They are an aid in surgical anesthesia. Properly handled, in all of these uses they are very safe and effective.

Barbiturates, too, are synthetics, the first (Veronal) having been invented as a variant of barbituric acid in 1903. Thousands of other versions have been developed since, but only about 30 have proved themselves in use. There are longer-acting and shorter-acting types, the second being the one most often abused. Phenobarbital, pentobarbital, secobarbital and amobarbital are some familiar types.

How taken: Pills or capsules. A heroin addict switching to a barbiturate may prefer to dissolve the powder in water and inject it, as he does heroin.

How misused: Very common, indeed, is the excessive dependence on barbiturates to assure "a good night's sleep," instead of relying on the natural body process. Even when done with a doctor's prescription, this is definitely misuse of the drug—and dangerous.

The chief danger is that it is very easy to take a death-dealing overdose, for two reasons: Barbiturate and alcohol reinforce each other's effects. Many accidental suicides have occurred when an alcoholic nightcap or two was followed by the "usual" dose of barbiturate. Secondly, the stupor caused by the drug affects the memory, so that it may not be recalled that a dose was taken. A person

anxious for sleep may take a second and even a third—and fatal—dose.

Another danger is that misuse easily slides into abuse.

How abused: The deeply deadening form of intoxication resulting from heavy doses of barbiturates is very tempting to anyone seeking escape from life's problems. Like any intoxication, it may start with staggering movements, slurred speech and confusion of mind, then develop deeper confusion and lack of ability to think or work. It will end in deep, coma-like sleep. Along the way there may be high irritability and hostility, as well as easy laughter or tears. An abuser develops a need for this sort of oblivion, and seeks it again and again.

A confirmed drug user may take barbiturates in combination with drugs or opiates, for the sake of the extreme effect. Or he may alternate with amphetamines, repeating an "up" and "down" pattern over and over again, counteracting each drug with its opposite for a chemical roller-coaster ride.

Legal standing: Same as amphetamines.

Dangers: As mentioned, whether taken intentionally or unintentionally, the combination of barbiturates and alcohol has caused thousands of deaths (some of well-known personalities). Though less common, so has the combination of barbiturates and opiates. Barbiturates alone are perilous because, while some tolerance develops and a habitual user may step up his dosage to some extent, each individual has a limit—unknown and unpredictable. After that a larger dose means coma and death.

In addition, barbiturates create a physical dependence, changing the body chemistry. Then withdrawal from use that has continued for some time causes agonizing symptoms that are as dangerous as they are painful. Unless done gradually under a doctor's supervision, withdrawal may result in convulsions that can be fatal.

How to spot an abuser: The typical signs of intoxication—but without a smell of alcohol on the breath—are cause for suspicion of barbiturate abuse. Tremors of the hands, lips and tongue; slurred speech; lack of muscular coordination; confusion, and poor judgment—these may be part of the picture. Abnormally deep, coma-like sleep might be a sign that a single large dose has been taken—and that the sleeper might not awaken unless it is counteracted.

OTHER SEDATIVES. Barbiturates are not the only sedatives that are extremely popular, by any means. Tranquilizers are far more so. Of the millions upon millions of pills and capsules of medically acceptable mind-altering drugs swallowed in this country, three-quarters of the whole amount are tranquilizers. Probably most of these are self-pre-



This 19-year-old youth died shortly after sniffing heroin, one of the many ways a drug can be taken. Some youths also sniff glue, which is often just as fatal.

scribed by people who claim they couldn't carry on—"Life would be unbearable!"—without them. It would be hard to persuade all these people that some tranquilizers are fraught with the same kind of dangers as barbiturates. But government rulings for their control indicate that they are.

Tranquilizers are only mildly sedative and do not usually bring on sleep. There are many kinds, most of them synthetics, and they are not all of a single chemical family (as are barbiturates). So it cannot be said that the negative picture applies to all of them. But some of the most familiar popular brands have been marked by decisions of the Food and Drug Administration as having the same potential for causing intoxication, psychic and physical dependence, and convulsions on withdrawal as the barbiturates.

There are other sedatives, less familiar, that are equally to be regarded with suspicion. One of the oldest types is the bromides, a group of drugs introduced over 100 years ago that were the tran-

quilizers, sleeping pills and headache remedies of our grandparents' day. Thousands of Victorian housewives and businessmen were dependent on them. They did a great deal of damage before more modern drugs undermined their popularity. But a few are still around—and still doing damage.

HEROIN. *Nicknames:* H, horse, snow, stuff, junk. The word "narcotics" is usually applied in newspaper and legal usage to all of the opiates, as well as to other illegal drugs; in the medical sense it means merely "sleep-inducing."

Medical use: Heroin has no accepted medical use. It could be as valuable as morphine as a painkiller. But its adoption by addicts as their favorite narcotic has caused it to become the one such drug that is completely outlawed—even for use by doctors.

Heroin is an opiate—a derivative of opium—that was developed in Germany late in the 19th century. It was at first hailed as a non-addictive painkiller, usable even as a treatment for morphine addiction. It soon proved an even worse

menace than morphine. But its ease of handling and its potency in small quantities made it highly desirable to addicts—and to the criminal trade that supplied them.

How taken: A white or brownish powder, heroin is usually taken by injection. A small quantity is dissolved in water (a spoon and match may be the tools) and the mixture drawn up into a hypodermic syringe through a bit of cotton acting as a filter. The injection may be made into the skin or muscle. This is "skin-popping." The more confirmed addict takes his drug by "mainlining"—injecting it directly into a vein—for quicker and stronger results.

While injection is most common, heroin can be taken by any route—by swallowing, sniffing or even rectally.

How abused: Heroin (like barbiturates and alcohol) is physically addicting. That is, within a very short time regular use results in changes in the chemistry of the body that mean very painful symptoms if the use is abruptly stopped. (Withdrawal effects rarely end in death, however, as those of barbiturate withdrawal might.) The dependence is so strong that an addict will go to any length—committing violent crimes or practicing prostitution, for example—to assure a supply of the drug.

The drug is not intoxicating or exciting, but strongly stupifying. The first few times it is taken the effect may actually be unpleasant. But once the individual is "hooked," taking a dose is calming and pleasing (euphoric).

Legal standing: Completely illegal.

Dangers: The chief danger of heroin is the destruction of personality and the moral debasement that comes from enslavement to it. It also poses a physical threat in that, like most sedatives, it depresses the breathing function; an overdose can cause respiratory failure and death from suffocation.

Addicts often die this way because their dosage may be far stronger than they expect. There are no dosage safeguards on the illicit market, of course, and pushers in fear of police action may sell a product less adulterated than usual in order to get rid of it in a hurry—or even to get rid of a troublesome addict. Also, novice heroin users may take too strong a dose. Or a confirmed user who has abstained for a time may take a large dose in his hurry to feel its effects once more. Heroin also has been found adulterated with such deadly drugs as nicotine and cyanide.

Aside from an overdose, heroin does not do direct damage to the body. But addicts are a sickly lot, chiefly because their homage to the drug leaves them no time for or interest in food, rest or any other self-care. Particularly because they are careless with the needle—sometimes sharing it with other addicts, with no

CONTINUED Basic Facts About Abusable Drugs

thought of sterilizing between uses—they are highly susceptible to all kinds of infections. Very common are hepatitis, blood poisoning and the deadliest of all, tetanus. They frequently suffer from venereal, digestive, anemic and other diseases, as well.

How to detect an abuser. A heroin user at an early stage may be noticeably intoxicated, or suffering from dizziness, itching and other symptoms. His pupils may be constricted, unresponsive to light, and he may be inattentive and dreamy (*on the nod*). After addiction is established, however, his usual shot makes an addict relaxed, comfortable and so outwardly "normal" that his addiction may be undetectable, even when he is examined by a doctor.

Punctures of the arm—or careful efforts to hide such punctures—might rouse suspicion of narcotic addiction. And, of course, many addicts are discovered when a bent spoon or bottle cap, cotton and a hypodermic needle are found in their possession, along with a supply of the drug.

MORPHINE AND OTHER OPIATES. While heroin is the fastest-acting, most potent and most euphoric of the opiates, other derivatives or chemical relatives of opium have the same effects, in lesser degree. Morphine is the chief of these, largely because it has been a very valuable painkiller, a blessing to many sufferers, ever since it was introduced for the treatment of the wounded in the Civil War. Since that time it has also been a tragic drug of addiction. In the latter part of the 19th century, before its perils were fully appreciated, it was a common ingredient of household "tonics" and "elixirs." Many victims, women and children among them, became addicted without fully realizing what was happening to them.

Opium itself has a history of many centuries as a dried extract of the poppy plant, usually smoked in a pipe . . . Codeine is a mild opiate, considered safe enough to be an ingredient in cough medicines sold over the counter—without a prescription. But it too has been used by addicts desperate to avoid withdrawal symptoms when their usual drug was lacking—and youngsters experiment with it, as well . . . Meperidine is an invented (synthetic) opiate, very useful in medicine, though little known to the general public. But it is also one of the favorite drugs of addiction of doctors (who become addicts at a rate almost twice that of the rest of the population), nurses, pharmacists and others who find it easy to obtain.

About 100 other members of the opiate family are listed by the World Health Organization as used—and

abused—in all parts of the world.

COCAINE. *Nicknames:* Snow, coke, leaf, speedball (mixed with heroin).

Medical use: A potent anesthetic, long used as a leading killer of localized pain because of its "freezing" affect on the nerves when applied to the skin. Taken

UPI



The blanket-covered body of an unidentified girl lies amid rubble in a New York City lot. Authorities said she had apparently died of an overdose of narcotics.

internally, it is a powerful stimulant. However, cocaine is so extremely dangerous when abused that its medical use has been greatly reduced. It is an extract of the leaves of the South American coca plant.

How taken: Cocaine in the form of white crystals (powder) was in the past one of the chief resources of "dope fiends" or "cokeys," who generally snuffed up the crystals (causing nose ulcers that were a characteristic sign of their addiction). South American Indians chewed the coca leaf itself or combined it with lime leaves. The effect they enjoyed was much milder than a "cokey's," but it relieved their hunger and cold.

Today, cocaine has fewer users. But its destructiveness is up because today's cokeys inject it directly into the blood. This enhances the effect many times, and greatly increases the damage.

Legal standing: Available on prescription, but tightly controlled.

Dangers: Tolerance and physical dependence on cocaine do not develop, but psychic dependence, once established, is all but unbreakable because of the supreme "thrill" a user enjoys with each injection. The price, however, is extreme

intoxication, hallucinations and paranoid delusions—the conviction that someone is persecuting him. In that state a cokey may commit any kind of violence, including murder.

With any effort to break the habit unlikely, the cocaine addict generally goes on his high repeatedly, perhaps bringing himself down with barbiturates in between. Twitching, convulsive movements

and maniacal excitement, including paranoia, almost invariably end in convulsions and death from an overdose.

How to detect an abuser: Dilated pupils of the eyes and the hyperactive exhilaration of extreme intoxication, perhaps with clearly paranoid words and actions, are the signs of the cokey.

LSD. *Nicknames:* Acid, cubes, trips, pearly gates, heavenly blue.

Medical use: Over 30 years ago, LSD was synthesized by a Swiss chemist seeking a treatment for headaches. Ever since, doctors, including psychiatrists, have hoped to find out how to use and control the drug for the benefit of patients. Experiments have indicated valuable possibilities in alcoholism, some mental disorders, sexual abnormalities and other situations, including use as a means of bringing peace of mind to the dying. However, the sudden emergence of the drug as an item of widespread abuse has all but killed the hopes of the scientists. Production of and experimentation with the drug are now strictly limited.

LSD stands for lysergic acid diethylamide. It is a derivative of ergot, a fungus that grows on rye. (Other forms of ergot actually have proved of great

value in headache control.) It is an odorless, colorless and tasteless liquid (sometimes converted to powder or tablet) that in a very small dose—a mere drop—can create spectacular effects. It is called a hallucinogen because one of the effects is hallucinations, but there are many others. The alteration of perception of sights, sounds, time and everything else, the “expansion of consciousness” and the opening of great self-awareness and “insight” into one’s own personality and emotions are some of the powers claimed for it. It also has been known to instigate delusions and other elements of a deranged mental state.

The reputed insight and self-awareness is the part of the LSD experience, when it is a positive, pleasant one, that physicians hope can eventually be used to help alcoholics and others to understand and control their emotional needs.

How taken: The tiny dose of LSD can be taken in pill or capsule form, impregnated on a sugar cube, cracker or corner of a handkerchief or in other ways. It also may be an ampule for injection by hypodermic.

How abused: Advocates of LSD take it, sometimes repeatedly, for the sake of the “trip” experience, which they claim is exhilarating and inspiring, with positive perception of music, sights and sounds of great beauty, as well as self-insight. Not only young people, but adults as well have experimented with the drug for such reasons. Some users are merely curious, some are hoping for expansion of consciousness, some are seeking to escape the stresses of daily living. Others are drug dependent persons who may be trying other drugs, as well, as a means of coping with their personal difficulties.

Legal standing: Manufacture and sale of LSD is prohibited by federal law, except under strict controls that at this moment limit production to one manufacturer (whose chemist discovered it). Possession alone is severely punishable in California and a large number of other states.

Dangers: While advocates claim that most LSD trips are “good,” again and again even the most practiced user has experienced a “bad trip.” This might include anxiety, depression, fearful hallucinations and other effects leading to a panic reaction and temporary or permanent insanity. Many trippers have come or been brought to mental hospitals for help. Violence against oneself or others—suicide and even murder—have been attributed to the drug, as well as numerous accidents. In one recent incident in upstate New York, a young boy ran berserk, beating his head against stone walls until he was bloody and half-dead.

A particularly tragic danger is that a bad trip, including insanity, may sud-

denly occur months after the ingestion of a dose, even when the original trip was a “good” one. The drug is said to change the personality for the worse, making one who was formerly productive and reasonably well-adjusted a “dropout” from normal society. However, such development of a hippie personality may be the result of many factors, with LSD use only one of them.

Evidence of physical damage from LSD has appeared in the form of abnormal chromosomes in the blood and other tissues of users. This may mean disease (such as possible leukemia) for the individual, and birth defects for future children. Observation of women giving birth after taking LSD has already demonstrated a high percentage of defective infants.

How to spot an abuser: For an unsuspecting relative or friend, coming on a person in the midst of an LSD trip may be a terrifying experience, especially if

now in use are mostly natural products that man has known for centuries. The Indians of the Southwest and Mexico have long used peyote or mescal, a product of the peyote plant, and mescaline, the extracted resin of the plant. Psilocybin, the active ingredient of the psilocybe mushroom, is another American Indian drug, used in religious rites. Other natural products reputed to have psychedelic capabilities are sunflower seeds, morning glory seeds, nutmeg, jimsonweed and many more.

Manufactured chemicals with the same reputation include the tryptamines—a trio of drugs with names shortened to DET, DPT and DMT. A laboratory-invented substance called STP (although it bears no relation to the gasoline additive of the same name) is another. It is basically an amphetamine. The hippie favorite, “banana hash,” of a few years ago turned out on scientific investigation to be a hoax, as have other supposed



Narcotics agents (left) check over 200 pounds of marijuana, worth \$320,000, seized after it was smuggled into the U.S. Man charged with smuggling covers his face.

it is a bad trip. The person’s talk and actions may give an impression of mental derangement, if not downright insanity. He also may have to be restrained from dangerous actions.

Except for possible changes in personality, the LSD user between trips may be entirely normal in appearance. His ideas and values may have changed and his eyes may be extremely sensitive to light—regular users wear sunglasses almost continuously—but otherwise he may be hard to detect. No blood or urine tests can find LSD in the body.

OTHER HALLUCINOGENS: Less potent but much the same in other respects as LSD, the other hallucinogens

hallucinogens. But amateur and professional chemists continue to find or invent new drugs with these properties, and trip-minded individuals experiment widely with such respectable substances as antibiotics and an anti-tumor medication.

GLUE. Inhaling the fumes rising from airplane glue, paint thinner, lighter fluid, gasoline and numerous other common products is a practice of the very young. Grade school children with emotional disturbances take to it as a relief from harsh reality, although some adult “swingers” have been known to try it as well. Glue-sniffing has hallucinogenic

(Continued on page 48)

WASHINGTON
PRO & CON



Opposing Views by Congressmen on The Question

SHOULD THE UNITED

SUBSCRIPTION TV is such a simple, desirable idea that it's hard to understand why the American consumer has been denied its advantages for so long.

It would extend to subscribers the same freedom of choice in selecting entertainment that Americans have always enjoyed in theaters and sports arenas, with the special convenience of being able to make and *enjoy* that selection at home. The viewer also benefits from the absence of commercial interruptions and from the fact that programming is responsive to his demands and not a sponsor's whim. Best of all, he pays only for what he wants to see.

Nothing is more misleading than the opposition's continual juxtaposition of "pay-TV" against "free-TV." There is nothing "free" about TV today. It is supported entirely by advertising, and the consumer foots the bill every time he buys an advertised product. Last year, we consumers paid over \$3.1 billion, or \$12 million *every day*, for "free-TV," including the programs we didn't even watch.

In the end, opposition to subscription TV offers the best evidence of its value.

Theater owners fear that the convenience and economy of being able to select prime entertainment in the home will kill their business. They want a federal ban to protect them. It's as though the buggy makers asked the government to ban cars because buggies can't match the auto's speed, comfort and economy. This is the same lament the industry raised when commercial TV first appeared. It wasn't true then, and it's not true now. There will always be worthwhile films that are not suited to TV, and there will always be a demand for entertainment outside the home.

The commercial TV industry's objections are even

stranger. If, as they claim, they are fulfilling the public need, they have nothing to lose. Why would anyone pay for a subscription TV program if his needs are being met by commercial TV? The answer, of course, is that they know the demand for high-quality programs isn't being met.

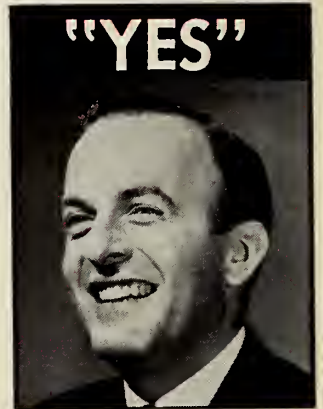
Improved programming, not protection, is the real answer; however, to allay fears, I would support exemption of major sports events and first-run movies.

Finally, there is the curious charge that subscription TV won't work. Clearly, this does not jibe with the objections raised by the theater owners and the TV industry, who know the entertainment business and fear it *will* work—and well.

A seven-year test in Hartford, Conn., persuaded a major TV maker to invest substantial private capital in launching the system in other cities. If the firm is wrong, then they will be the only losers. Under our free enterprise economy we must let them try.

Subscription TV has great promise. It must not be blocked simply to protect vested interests fearful of the demands and challenges of the future.

"YES"

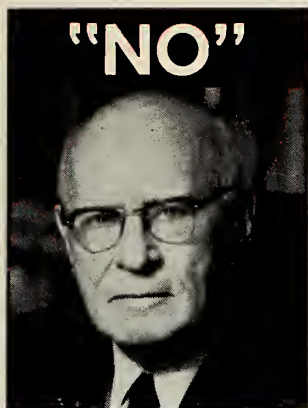


Rep. Richard L. Ottinger
(D-N.Y.) 25th District

Richard L. Ottinger

If you wish to let your Congressman or one of your Senators know how you feel on this big

STATES ENCOURAGE PAY-TV?



Rep. Emanuel Celler
(D-N.Y.) 10th District

THE GOVERNMENT SHOULD certainly not encourage pay-television. From time to time, for many years, I have had occasion to warn against this attractive but dangerous technique, whose adoption would threaten the continued existence of one of our most widely enjoyed fruits of modern technology—the privilege of receiving television programs with-

out charge. There would be substituted a system under which you and I would pay for the right to receive programs.

This is now called “subscription TV.” I think it should still be called “pay-TV,” because if it comes the viewing public will pay and pay and pay. We will pay not only the subscription price. More importantly, we will pay in the siphoning off of the better programs which will be withdrawn from free broadcast entertainment. There will be a steady decline in the quality of what is left of the free reception system.

When I talk about pay-TV, I have to repeat much that I have already said. This is because there is nothing really new about this proposal which would destroy TV as we know it and would turn the price of the receiving set into a mere down payment, subject to further charges, program by program.

Let me just summarize the principal reasons why pay-TV should not be authorized:

- 1. The radio spectrum is a precious natural resource

which belongs to all the people. There has always been a critical shortage of frequencies. These frequencies are licensed to broadcasters in the public interest. Free-TV, over the years, has become a valued right of all Americans and must be carefully preserved.

2. The promise of better programs is an illusion. No doubt the best TV fare would be diverted to the pay-TV channels, but we will end up paying for what we now receive free of charge. Sports events and first-run movies will be among the first to go.

3. Between 20% and 30% of our people would not be in a position to afford pay-TV service. The proposal would discriminate between those who can and those who cannot afford it.

4. The promise that pay-TV will be free of commercials cannot be kept. If pay-TV succeeds, it will generate irresistible pressure for added advertising revenue.

The addition of pay-TV to the large group of activities that are being inadequately regulated by the FCC would simply add to existing confusion. What is more, the Hartford, Conn., pay-TV experiment has not been impressive. But whether pay-TV would succeed or whether it would fail, it ought not to be unloosed at the expense of the viewers of free-TV. Inasmuch as the FCC appears to be bent on doing just that, I believe the Congress should amend the Communications Act so as to prohibit the granting of authorization to broadcast pay-TV programs.

Emanuel Celler



I have read in The American Legion Magazine for November the arguments in PRO & CON: Should The United States Encourage Pay-TV?

IN MY OPINION PAY-TV SHOULD BE ☐ SHOULD NOT BE ☐
ENCOURAGED BY THE UNITED STATES.

SIGNED _____

ADDRESS _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

issue, fill out the “ballot” and mail it to him. →

"Famous Last Words"...

By **LYNWOOD MARK RHODES**

THE FIRST SEX-SYMBOL movie performer for whom a very large public went absolutely crazy mad was Rudolph Valentino. H.L. Mencken said that the Sheik was "catnip to women." In August 1926, at the premiere of his movie "The Son of the Sheik," a flapper even tackled him by the ankles and tried to make off with one of his shoelaces before the cops rescued Valentino. Nor did men deny that the ex-gardener from Italy had "it." He just did.

But shortly before lunch on August 15, 1926, Valentino collapsed with a burst appendix. On the 23rd, at ten minutes past noon, he died at the age of 31 of a combination of pleurisy and abdominal infection.

His death set off a national emotional binge. There was weeping across the land. In New York, such masses of hysterical women assaulted the funeral home and the final rites that there were near riots. This was great box office for all the films he made, and press agents got busy grinding out Valentino legends as fast as they could.

In one of these first legends, a publicist named Oscar Doob declared that Rudy's last words were: "Let the tent be struck!"

That was a magnificent last line for the man who had played the passionate, tent-dwelling desert Sheik to Vilma Banky's tentmating.

It was so magnificent that too many people noted that it was almost the same as the actual last words of Robert E. Lee in 1870. The release was killed and a different one was sent out quoting S. George Ullman—Valentino's manager—to the effect that Valentino had really said in his last moment: "I want the sunlight to greet me—don't pull down the shades."

The faithful accepted this version. They quoted it, framed it to hang on bedroom or parlor walls, and it is said that not a few women kept it in mind for their own last words. Few knew that the German philosopher, Goethe, had died with a tighter version of it on his own lips: "More light," or that O. Henry had breathed the same idea.

Years later, a doctor who had attended Valentino during his last hours at New York's Polyclinic Hospital let it be known that the Sheik had said nothing at the end. No word had passed his lips for nearly six hours before his death, not since 6:30 a.m.

All of which only goes to prove, of

The final hours of some of the famous and infamous have ended with remarks which have intrigued or perplexed people for ages.



After his death, Valentino (in "The Sheik" above, with Vilma Banky) was credited with one parting remark, then another, by press agents. But, did he say anything?

course, that where last words are concerned, a lot can happen between the uttering and the recording.

Some famous men have escaped without even the privilege of being misquoted. When Alexander Hamilton lay dying on July 12, 1804, the day after his duel with Aaron Burr at Weehawken Heights, N.J., he was "surrounded by a wife and friends so distracted they forgot to treasure for posterity the few broken words he could still utter."

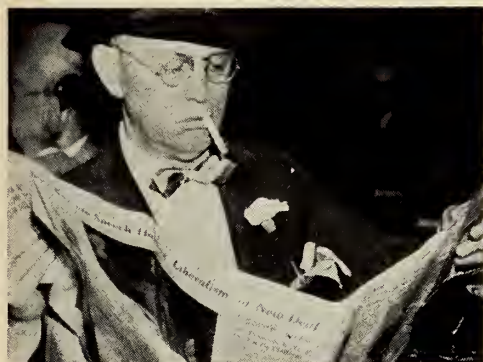
Compared to Hamilton, the old gangster "Dutch" Schultz could be considered fortunate. Raving in Newark City Hospital in 1935, with another gangster's slug in him and a fever of 106°, he had a police stenographer at

bedside to take down his every word. The transcribed murmurings reveal that "Dutch" told a pal to look after his mother, asked for a bowl of French Canadian bean soup and, in the end, requested "Let them leave me alone." Rarer still are the circumstances surrounding the last words of Kalakaua, king of the Hawaiian Islands. Shortly before he died in San Francisco in 1891, the bronze giant called for the new Edison "machine that talks" and faltered a fragmentary message to his people, the wax recording of which is now in a Honolulu museum: "Tell my people I tried to restore our gods, our way of life. . . ."

In the case of Robert E. Lee, the man



Thomas Edison's last words were a blissful comment on the world outside his window.



Broadway folklorist Damon Runyon wrote his last words, a request to be remembered.

whose words Valentino supposedly uttered, Mrs. Lee kept the records.

In a letter to her cousin, Mary Meade—later published by the Virginia Magazine of History and Biography—she described the General's last days in Lexington, Va., where he was president of Washington College. At four o'clock on the afternoon of September 28, 1870, Lee walked through the rain from his campus office to a vestry meeting at Grace Church to discuss church finances. The building was cold and damp, the meeting long. Lee walked home in the rain at seven, quickly developed a fever and was found by Dr. R.L. Madison to have suffered a thrombosis. For two weeks he worsened. On Oct. 10 his pulse fluttered. On the 11th his mind wandered "to the dreadful battlefields of dreams and memories," Mrs. Lee wrote. At 9:30 a.m. of the 12th he gave his famous final order: "Strike the tent!" and died.

Mrs. Lee later said she never knew whether he was referring to the enemy ahead, to the ill-fated campaign into Pennsylvania, or to Appomattox because the war was over and peace had come.

Grant, Lee's great adversary, outlived the Southerner by 15 years. In 1877, his two terms as President over, the Union general retired to New York City—and bankruptcy, the result of investing in a fraudulent private banking business. To support his family, Grant

began dictating his memoirs, until a long-neglected hoarseness, eventually diagnosed as cancer of the throat, forced him to write the chapters in longhand. By early 1885, he could scarcely speak. On June 16th of that year, the family moved to their cottage atop Mt. McGregor near Saratoga. As the train neared West Point, Grant asked to be

final chapter of his memoirs, a book that's ranked among the great military narratives of history. With the imprimatur of Mark Twain's publishing house, it sold 300,000 copies and brought \$450,000 in royalties to his widow.

West Point also figured in Gen. Winfield Scott's last days. In failing health in the spring of 1866, he asked to be



Robert E. Lee's famous final order had one meaning for him and an entirely different one for Valentino's press agent, who tried to make it the Sheik's last utterance.

placed at the window so he could see the gray stone buildings across the river. It was the last time that he ever saw the Academy he loved so dearly.

That summer, crowds of tourists gaped at the emaciated, pale man, his bushy whiskers sprinkled with gray, who sat on the cottage veranda scribbling paragraphs in a bold scrawl. His son, Col. Frederick D. Grant, remarked that his father liked the attention. One way or another, it proved that his popularity was not wholly lost. But on the evening of July 22nd, Grant wrote that he wanted to lie down. Shortly after 3 o'clock the next morning, Frederick, at his bedside, asked, "Father, is there anything you want?" The whispered reply, Colonel Grant wrote in his reminiscences about his father, was one word long: "Water." Many a soldier had expired on the battlefields with the same request.

The ex-President died at eight minutes past eight that morning without saying anything else, but he had won his last battle, the race against time. Just the week before, he'd completed the



Gangland's Dutch Schultz, critically wounded above, had police steno record his last wish.

"Famous Last Words"...

taken to graduation ceremonies at the Academy so he could inspect "the latest generation of my young gentlemen" for one final time.

There, the 80-year-old Scott contracted jaundice and died a few minutes after eleven o'clock on the 29th of May. He was buried in the West Point cemetery. Camilla, his daughter, confirmed that her father's last words were spoken to his groom, James Allen: "Take good care of him, James."

"Him" referred to Scott's horse, a magnificent animal 17 hands high that he had mounted for the last time in 1859 with the aid of a stepladder—to pose for a painting that went to the Mercantile Library of New York.

Frederick Remington would have appreciated Scott's concern for a horse. Remington, America's foremost western artist and writer, died in 1909 at age 48. His tombstone at Ridgefield, N.Y., bears one word—Remington—but beneath it, a smaller headstone carries the date of his birth and death and his own chosen epitaph: "He Knew The Horse."

On December 20, 1909, after attending a successful exhibition of his finest paintings in New York, Remington complained in his diary of being "caught with tense pains in the belly." That evening, he went to bed so "stiff and sore I could hardly move—and stayed there." Three days later, the pain was diagnosed as appendicitis. As nurses wheeled him into the hospital operating room, Remington's wife overheard him tell the surgeon in his characteristic prose: "Cut her loose, Doc." He died the day after Christmas, still unconscious.

Damon Runyon also loved horses, particularly daily double winners. For the Broadway folklorist, horse racing and the guys and dolls who made it go were New York's main charms.

Wracked with cancer and unable to talk, Runyon left two notes, written from Memorial Hospital in Manhattan short-

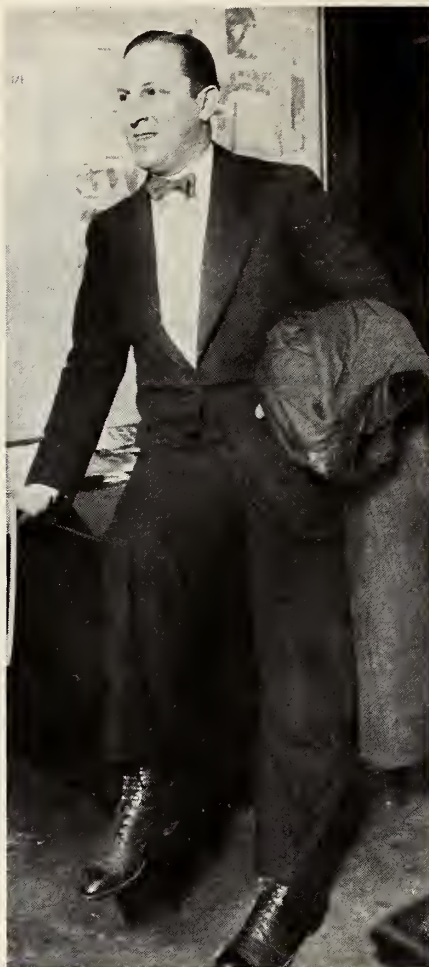


Short story writer O. Henry asked a simple favor of a bedside doctor.

ly before he died on December 7, 1946. In one, he asked to be cremated; the other, his last words, was directed to friends: "You can keep the things of bronze and stone, and give me one man to remember me just once a year."

Arnold Rothstein, a natty dresser who

ALL PHOTOS FROM BROWN BROS.



Dying with a bullet in his stomach, gambler Arnold Rothstein mumbled one thing, but reporters offered a different version.

wore white silk shirts and \$45 custom-made shoes, was one of the guys and dolls Runyon wrote about. Rothstein loved nothing better than a high-staked game of stud poker, but in the fall of 1928, during a Saturday-night-to-Sunday-night session, the craving got the best of him. He lost over \$200,000. On the evening of November 4th, he was summoned from Lindy's Restaurant to Room 349 at the Park Central Hotel to make good on his IOUs.

What happened next is still a mystery, except that hotel guests heard a gun shot and saw a man stagger down the corridor. When police arrived, they found Rothstein lying at the bottom of the stairs at the 56th Street service entrance, a bullet in his stomach. Officers asked him who had done it. According to newspaper accounts, the gambler answered, "Me mudder did it."

The reply made fine copy, but the truth of the matter, reported detective

"Paddy" Flood, the officer who asked the question, was that Rothstein tightened his pale lips and mumbled a long, bland sentence: "I won't tell and please don't ask me any more questions."

Short story writer William Sidney Porter, better known as O. Henry, shared Rothstein's knack for bad debts and Runyon's love for New York City's lights. In 1910, determined to dig himself out from under a mountain of unpaid bills, Porter locked his hotel room door, pulled down the shades, and wrote one story after another, sending the completed manuscripts to his publisher with assembly line regularity. When they suddenly stopped coming, the editor sent Dr. Charles Russell Hancock over to check on Porter.

"His liver was all wrong," Hancock discovered, "his digestion shattered and his nerves in terrible condition"—due in part, the physician supposed, to the nine empty whiskey bottles found under the writer's bed. At Polyclinic Hospital, just before sunrise on June 4th, Porter called the doctor to his bedside. "Turn up the lights," he quietly said. "I don't want to go home in the dark."

In tracing down last words, it's rather remarkable to find how many people have managed, as O. Henry did, to remain true to character. On the night of July 2, 1908, in Atlanta, for example, Joel Chandler Harris, the creator of "Uncle Remus," was asked by his son if his condition was improved. The humorist replied exactly as a character from one of his stories might have: "I am about the extent of a tenth of a gnat's eyebrow better." The son later told biographer Alvin F. Harlow that those appropriate words were his father's last.

BETTMANN ARCHIVE



Kalakaua, king of Hawaii, recorded a message to his people shortly before his death in 1891.

Likewise, the enigmatic American expatriate, Gertrude Stein, maintained her complexity to the very end. A few hours before she died in 1946 at the American Hospital in Paris, she turned to her longtime companion, Alice B. Toklas, and asked: "What is the answer?" Miss Toklas states that she remained



Dancer Isadora Duncan's dramatic gesture to a friend became her farewell to the world. She died seconds after making it.

silent, not knowing what to reply. "In that case," the poetess said, "what is the question?"

Benjamin Franklin "... rose from his bed and begged that it be made up for him so that he might lie in a decent manner," physician Benjamin Rush wrote of the 84-year-old Philadelphian's last moments. "His daughter told him that she hoped that he would recover and live many years longer. He calmly replied, 'I hope not.'" Then, laboring to change positions so he could breathe better, Franklin used his last words as a sort of final entry for Poor Richard's Almanack: "A dying man can do nothing easy."

Oliver Wendell Holmes didn't share his fellow Yankee's urge to go. "If the good Lord should tell me I had only five minutes to live," the 93-year-old former Supreme Court justice said to his secretary, James H. Rowe, in February 1935, "I would say to Him, 'All right, Lord, but I'm sorry you can't make it ten.'"

Later that month, Holmes went for a drive on a bitter cold day and developed a cough. On March 5th, when the cough became bronchial pneumonia, newsmen saw an ambulance drive up to the house on Washington's I Street. Attendants carried an oxygen tent inside and Holmes, opening his eyes, watched the unwieldy contraption being wheeled to his bed. Rowe clearly heard the judge's last words—"Lot of damn foolery!"—as it was lifted above his face. Holmes died at 2 o'clock the next morning, two days short of his 94th birthday, and was buried at Arlington Cemetery. After "Taps" sounded, a reporter overheard someone say, "I thought he was immortal."

Henry Ward Beecher, brother of abolitionist Harriett Beecher Stowe, did achieve immortality after a fashion. In

1875, the eloquent Brooklyn-based orator-preacher was working on his monumental "Life of Christ" at the home of his good friend Theodore Tilton. The Tilttons were extremely liberal minded for their day; tiny Elizabeth Tilton was editor of a suffrage paper, *Revolution*, as well as chairman of the executive committee of the Equal Rights Association. Soon, rumors cropped up that Beecher's interest in her causes was more than just friendship. Mr. Tilton undoubtedly agreed, for he sued Beecher for alienating his wife's affections, claiming that he had indulged in "an interview [during which] an act of criminal commerce took place between this pastor and this parishioner."

The case became a *cause célèbre* overnight, shoving such mundane news as the introduction of the baseball glove by a Boston team and the running of the first Kentucky Derby to the back pages. When the trial finally ended on July 2, 1875, after 112 days of purple testimony, the jury returned to the anxious, wide-eyed courtroom—hung! Beecher's friends said that the lack of agreement proved him innocent. Tilton's weren't so sure. In any event, the preacher felt he was exonerated and continued to participate in heady issues for 12 more years—women's suffrage, civil rights, evolution—but without encouragement from Elizabeth.

On March 5, 1887, he had a stroke at his son's home. "Can you raise your arm. Mr. Beecher?" asked the examining physician, Dr. William A. Hammond.

"Yes, I guess so," came the low reply.



Benedict Arnold died in exile in London. His last words reflected regret for his traitorous deed.

"How high can you raise it?"

The clergyman smiled a feeble smile, dredged up his ready wit and spoke his last words: "Well, high enough to hit you, doctor."

Theodore Tilton was in Paris playing chess with a French café companion



Ulysses S. Grant spoke one word to his son, who sought to comfort him.

when reporters told him that his wife's admirer had died. According to news accounts, Tilton looked out the window for a long moment, then turned, unsmiling, to his adversary and said, "I beg your pardon, sir. Is it my move?"

The final utterances of the famous have seldom been as confined to ordinary, workaday thoughts as those of George Washington. On his deathbed, he spoke of the necessity for a U.S. military academy and about plans to set up crop rotation on the Mount Vernon estate. In his biography of Washington, historian Douglas Southall Freeman wrote that it was this concern for proper plantation management that led to the General's death.

Washington liked personally to check on his fields, a habit that neither age nor weather interfered with. On the morning of December 12, 1799, the 67-year-old ex-President saddled up and began his circuit of Mt. Vernon, a five-hour jaunt through snow, sleet and cold, windy rain. The next day he complained of a sore throat. By the 14th, he was seriously ill, his breathing labored and his words almost unintelligible. Doctors applied blisters of wheat bran to his legs and feet, fed him molasses and butter, had him inhale the fumes of sage tea and

"Famous Last Words"...

vinegar, gave him calomel and tartar emetic and bled him four times. The prescriptions apparently did little good, for when aide Tobias Lear leaned closer to catch Washington's words, he heard the General say: "I am just going. Have me decently buried and do not let my body be put into a vault in less than two days after I am dead."

Lear nodded. Washington looked at him directly and added: "Do you understand?" Lear replied, "Yes, sir." Washington spoke once more: "Tis well." A little after 10 p.m. his breathing became much easier and he felt his own pulse. Then his fingers slipped from his wrist.

Unlike Washington, whom he betrayed, Benedict Arnold spent his last days in exile in London, 3,000 miles from his birthplace. When he died on June 14, 1801, little attention was paid to his passing, a circumstance that led the London Morning Post to comment: "Poor General Arnold has departed this world without notice—a sorry reflection for other turncoats." Arnold's last words, reported by his wife, Peggy, reveal that he must have felt much the same way. "Let me die in my old uniform," he told her, referring to his Continental uniform of a major general. "God forgive me for ever putting on any other."



Gen. Winfield Scott died just after he asked that his horse be cared for.

He was buried in a crypt in St. Mary's at Battersea, on the south bank of the Thames.

But what of John André, the go-between in Arnold's scheme to betray his country? In a letter to John Laurens, who later drew up the terms of surrender for Cornwallis at Yorktown, Alexander Hamilton vividly described how André met his fate.

Tried and condemned for his part in the spy plot, he was taken from his prison cell near Tappan, N.Y., headquarters of the Continental Army, at noon on October 2, 1780. "I am very much surprised," he admitted to his captors in a

clear voice, as the fife and drums struck up the death march, "to find your troops under such good discipline and your music excellent." He walked down the narrow country road that led to the hill of execution "as if to a ballroom," smiling casually at mobs of spectators lining the way, some of whom had climbed



Justice Oliver Wendell Holmes' last words were a testy dismissal of an oxygen tent that failed to save him.

into the treetops for a better view. "Must I die in this manner?" André asked when he saw the gallows. He preferred to be shot, but the reply was a curt "Yes."

A wagon drew up and André bowed to the executioner. The hangman bowed back. "I am reconciled to my fate," the Britisher told him, "but not to the mode." He stepped onto the tailboard, the death sentence was read and he was asked if he had anything to say. "You all bear me witness," his last words began, "that I meet my fate as a brave man." He thereupon took the noose himself, put it over his head, turned down his shirt collar, tied a white handkerchief over his eyes and, as his arms were bound, drew the knot tight to the right side of his neck. The hangman shinnied up the gallows post and tied the other end of the rope to the beam. Then, whip in hand, he lashed out at the horses. The wagon jumped forward—and the world sprang out from beneath André's feet.

Within the unpermissive social order of the turn of the century, the famous American modern dancer Isadora Duncan was as out of place as algebra textbooks in a brothel—which, some Americans didn't hesitate to say, was where she and her disgraceful stage antics really belonged. But in Nice, France, in 1927, her days of acclaim long since passed and her figure too far gone for high leaps, she was interested only in young men, whiskey, wine, "and beer when she could afford nothing else." One day in mid-September, the 14th to be exact, a small, open Bugatti sports car caught her eye or, more to the point, its handsome Italian driver did. With an

airy gesture that was in character, the 49-year-old Isadora asked that it and he be sent around for closer appraisal.

Mary Desti, a friend, later told "The Untold Story," part of which dealt with that wild evening. Isadora was supremely happy while waiting for the young man to arrive, laughing, drinking, even dancing to a scratchy recording of "Bye, Bye, Blackbird." Part of her costume was a red, handpainted Chinese shawl, six feet long and five feet wide, made of crepe decorated from end to end with a great yellow bird, blue asters and black Chinese characters. It had been a gift from Mary Desti and was "the light of Isadora's life." She would go nowhere without it.

Just when she had about given up on the Italian, the car roared into the driveway. Isadora wound the shawl twice around her neck and waltzed to the door. Miss Desti suggested heavier clothing, since it was already after nine o'clock at night. The driver gallantly offered Isadora his leather jacket, but she wouldn't hear of it. Stepping into the open car, she turned to her friend, struck a dramatic pose and called: "Adieu, my friends, I go to glory!" They were not intended as last words, but apparently they were.

Unknown to Isadora, part of her shawl and its long fringe trailed over the side of the car. The Bugatti racer lurched forward. Mary screamed. The fringe wound around the hub and spokes of the wheel—and with one swift blow, Isadora's larynx was crushed, her neck broken, and her carotid artery burst.

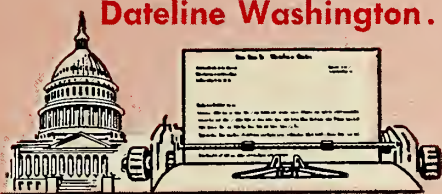
Almost as melodramatic were the circumstances surrounding Thomas A.



Victim of a stroke, versatile Henry Ward Beecher nevertheless left this world with a witty remark.

Edison's last words. In 1929, during a jubilee celebration at Dearborn, Mich., of the 50th anniversary of his invention of the electric lamp, he collapsed and was put to bed for several days at Henry Ford's residence. Reluctantly he let

(Continued on page 51)



Dateline Washington.... U.S. CRIME EXPLOSION.

INCOME GAP FOR RETIREES.

GIRLS LEAD COLLEGE DEGREE RACE.

Crime in the United States has more than doubled in five years, FBI Director J. Edgar Hoover discloses. His latest report shows a 126% increase in crime between 1960 and 1968.

The FBI report reveals that last year a serious crime occurred every eight minutes; a violent crime (murder, forcible rape, robbery or assault to kill) every 54 seconds. Murder was committed every 39 minutes; forcible rape, 17 minutes; aggravated assault, two minutes; robbery, two minutes; burglary, every 17 seconds; larceny (over \$50), 25 seconds; auto theft, 41 seconds.

Last year, the risk of being victimized in a serious crime increased 16% over the year before. More than two out of 100 Americans were victims of criminal acts.

Of all the grim statistics, perhaps the most startling deal with adolescents. Arrests of juveniles for serious crimes increased 78% over the five-year period; the ten to 17-year olds, by 25%.

A Senate subcommittee is groping for ways to close the income generation gap, the No. 1 problem plaguing some 20 million Americans who've marked their 65th birthday. This income gap has been steadily widening over the past decade, with three out of ten senior citizens living in poverty.

The subcommittee emphasizes that many of the aged did not become poor until they became old and retired, and warns that the same fate will befall millions of today's workers when they retire, unless our government takes measures to give the old a full share of America's economic abundance.

The villains are traditional: inflation, reduced income, eroded assets, increasing medical needs and failure of the Social Security system to keep up with requirements of the aged. If the present trend continues, the subcommittee warns, most workers retiring in the next two decades will receive a pension income less than half of past earnings.

The girls are gaining college degrees at a faster rate than the boys, according to a U.S. Office of Education survey. Last year, some 871,000 bachelor degrees and higher degrees were conferred by 1,567 U.S. colleges and 40% were awarded to women--up from 25% in 1950.

The females outnumbered the male degree earners in English, journalism, foreign languages, literature and the fine arts. Biggest field for the young ladies, however, was education. Women received 634 degrees in medicine, but none in chiropody and podiatry.

Prior to WW2, the female contingent in pursuit of degrees also attained the 40% level, but after the war, with the impetus of the GI Bill of Rights, male students quickly predominated the graduating classes.

PEOPLE AND QUOTES

A UNITED EUROPE

"A united Europe could take some of the burden off the shoulders of the United States." Chancellor Kurt Georg Kiesinger, of Germany.

terrorizing." Judge Vincent A. Carroll, of Philadelphia.

TODAY'S YOUTH

"The young people of today are no worse than we were; they just have more ways of making fools of themselves." Dr. John S. Gibson, Tufts Univ.

PEACE IS NEWS

"Perhaps it is the peace-makers who are to be news in this day of instant communication, because peace is certainly so unusual, it is news." Eugene H. Methvin, associate editor, Reader's Digest.

AMERICA'S SUPPORT NEEDED

"I cannot foresee a time when Western Europe will be able to secure itself without the ultimate support of the American strategic deterrent." John Freeman, British Ambassador to U.S.

COOPERATION CAN MAKE SENSE

"Cussing the government is fun, but we see on every hand areas where cooperation makes lots of sense." Jenkin Lloyd Jones, president, Nat'l Chamber of Commerce.

IMMIGRANTS ALL

"All of us who grew up before the war are immigrants in time, immigrants from an earlier world living in an age essentially different from anything we knew before." Margaret Mead, anthropologist.

WHIPPING POST

"We should bring back the old days of the whipping post. That's what these gang members need. They should be humiliated right on the public streets, with whippings, in front of the people they've been

DISCIPLINE VITAL

"A democracy just simply cannot avoid chaos over the long pull if it cannot discipline itself." Rep. George H. Mahon (D-Tex.).

The Continuing Disaster on the Gulf Coast

More than 100,000 people may not recover from the wounds of Hurricane Camille by 1975.

ACCORDING to a part of the Encyclopaedia Britannica, which may need rewriting, Biloxi, Mississippi, is a "year-round resort with more than the usual seaside and country sports." It is hard to comprehend, says Ralph Godwin, the Mississippi American Legion's Nat'l Executive Committeeman, that Hurricane Camille last August 17 did not "damage or destroy" the best of Biloxi's "year-round resort." It erased it, so that much of it does not exist and will not exist again. The same can be said for much of Gulfport, Bay St. Louis, Pass Christian and other Mississippi communities, as well as Buras, Louisiana, and other Louisiana delta and east Gulf towns. Nearby parts of Alabama will take long to recuperate from wind and water damage.

The Mississippi coastline is about 85 miles long, west to east. The very worst of Hurricane Camille hit a little west of center so that the *worst* destruction was from around Biloxi west to the Louisiana border, covering three-quarters of the whole coastline.

To the east, the waterfront and flood damage was on a disaster scale running through Pascagoula and into Alabama, but the wind force was not enough to cause *great* ruin beyond the coast. Pascagoula got off "light" compared to points west. That is, she suffered severe damage that would have made national headlines in the absence of what happened over a 60-mile span to her west.

But far inland on the Louisiana side, enormous damage, and in some places economic ruin, extended north for more than 50 miles. Because the 30-foot tidal wave borne on 205-mile winds did its most spectacular damage along the waterfront from the Biloxi area west, it

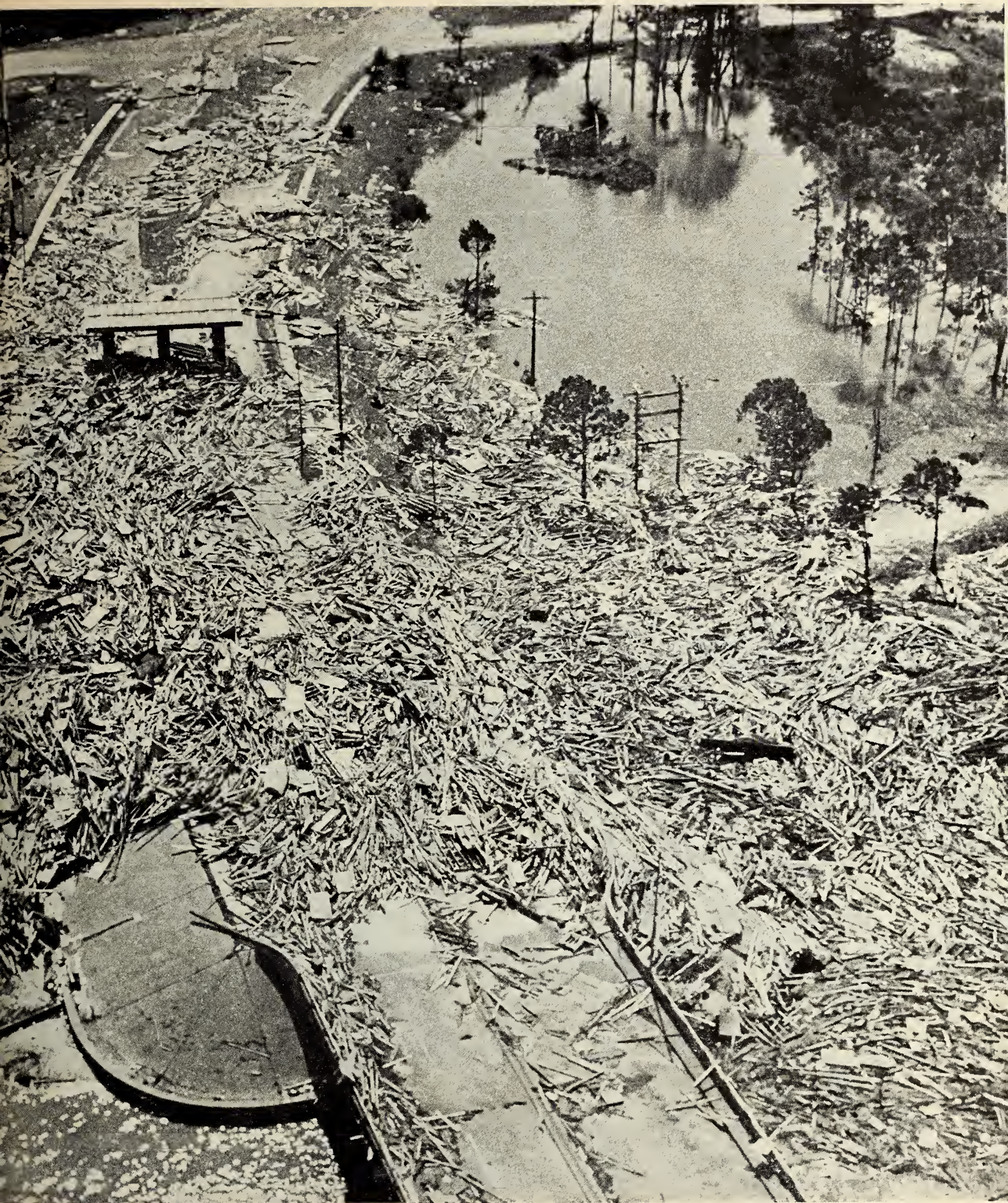
was photos of this waterfront that were most often taken and published. Beyond the reach of the great wave, shells of buildings stood. Even if they were no longer usable, they did not make such impressive photos. Thus the realization that terrible damage extended far inland in the western half of the state was not readily grasped by Americans elsewhere. Yet vast ruin stretched for an hour's drive inland due north of Bay St. Louis. All of Harrison County suffered "terrible damage," Ralph Godwin told this magazine, and to its west all of Hancock County was "badly damaged." (This is where some coastal towns were *totally* destroyed.) Picayune—well in from the coast in Pearl River County, up against Louisiana — suffered extensive wind damage, as did Poplarville, some 30 miles inland. Lumberton is 50 miles from the coast, and suffered economic catastrophe. It is a center of an extensive tree-crop economy. At Lumberton, trees producing millions of pounds of pecans were mostly uprooted, while the survivors stand with split trunks, broken branches and other wounds open to disease and insects. It was estimated that the pecan trees that *could* be salvaged (from 10% to 40% in various stands) would need \$50 apiece spent on them, and it would take five years to get the next marketable pecan crop from them.

Mostly the pecan orchard owners were looking—with little success—for some use for the wood of their lost trees a month after the terrible storm. In the Lumberton area, half of just one pine forest, representing 25 million board feet, was down. All told, six Mississippi tree-crop counties suffered similarly, and the tung-oil industry was reported "un-

(Continued on page 32)



Homes and industry, reduced to their indivi



ual broken boards, clutter a Bay St. Louis bridge on Route 90, the once-beautiful coast drive.

CONTINUED The Continuing Disaster on the Gulf Coast

WIDE WORLD

salvageable" because "all their trees are gone." Mississippi's coastal area shared with north central Florida and some other Gulf areas the U.S. growing of oriental tung kernels, whose tung oil has numerous industrial uses, especially as a fast-drying ingredient in paints and varnishes. Forestry, now crippled in six counties, had become Mississippi's "number one industry." Tung oil, now totally gone, had become southern Mississippi's "biggest cash crop."

What this less spectacular damage means to the people affected, let alone the ravaging of the coast, led Godwin to write to this magazine: "No story, no picture, no TV, nothing, can give even an idea of the awful destruction, the gruesomeness of the situation, or of the terrible need that will exist, in my opinion, *for at least the next decade.* . . . I am very shaky today [Sept. 8]. If you and all Americans could spend two or three days as I have done this week riding up and down the full length, about 50 to 60 miles, you would be shaky, too. . . ."

With the storm gone from headlines it may soon fade from memory elsewhere. As Godwin noted, the plight of Camille's victims stretches out for perhaps ten years. Their property disap-



John Burk and Carl Wilson clamber over their house, which was destroyed along with the rest of Long Beach. Both stayed and were lucky to survive.

WIDE WORLD

WIDE WORLD



Earl Mathews and his pup, in front of their former apartment house in Pass Christian. They left. 23 who stayed died.

peared at the same time their jobs or businesses did, too, and on a scale that no picture, nothing, can even suggest. It may be 100,000 people—or 200,000—who lost what they had and lost their way of life, too. The "continuing disaster" cannot be photographed. It is economic ruin for the most prosperous part of a state, ruin that looms ahead with no end yet in sight.

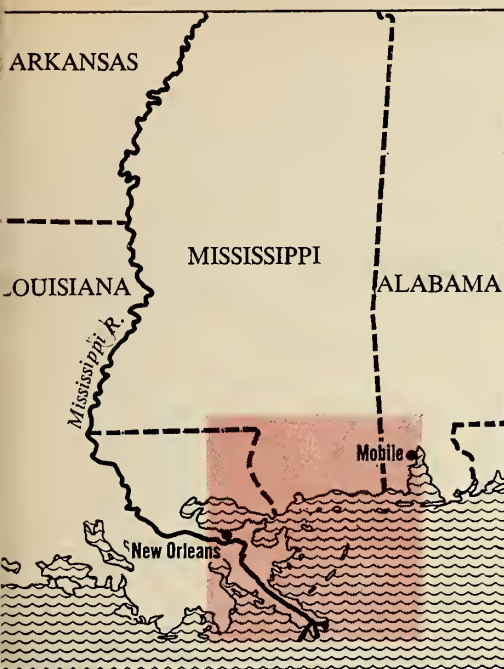
At its national convention in Atlanta,

the Legion started a relief fund with the long-range plight of Camille's victims in mind. The economic facts are almost indigestible. If the Legion should raise a half a million dollars nationally, which would be an excellent response to such an appeal, it would barely equal what



85-foot boat rests against home of Stafford Cooper, 100 yards from Biloxi waterfront.

local Legionnaires lost simply in damage to their Post homes in Gulfport, Biloxi, Standard and Bay St. Louis in Mississippi, and in Bogalusa and Buras, La. Buras, far down Louisiana's delta area in Plaquemines Parish, got it as bad as any Mississippi city. Where the neat,



Mississippi and neighboring areas, with section of detail map (right) shaded.

brick Legion Post home in Buras once stood, there remained a sort of saucer of wet sand and a few chairs to show for it. The rest of Buras was tossed around on wind and wave and left like a child leaves his toys after a temper tantrum.

One has no difficulty understanding why the magnificent Joe Graham Post 119, American Legion, in Gulfport, was demolished. The force of the elements was so great that part of its flagstaff was carried into Louisiana. Legionnaire Leon Jackson, of Denham Springs, La., found it buried in mud outside of Hammond, La., 80-odd miles from Gulfport.

The Gulfport post was a more-than-\$200,000 beauty, with a new, \$43,000 addition. The busted shell that remained was worth less than nothing, as it had to be removed.

The lakeside home of Post 58 in Standard, just north of Pass Christian, was Mississippi's newest, a modest \$13,000 affair painfully financed by 57 members. The broken roof sat on the ground, surrounded by broken cinder blocks.

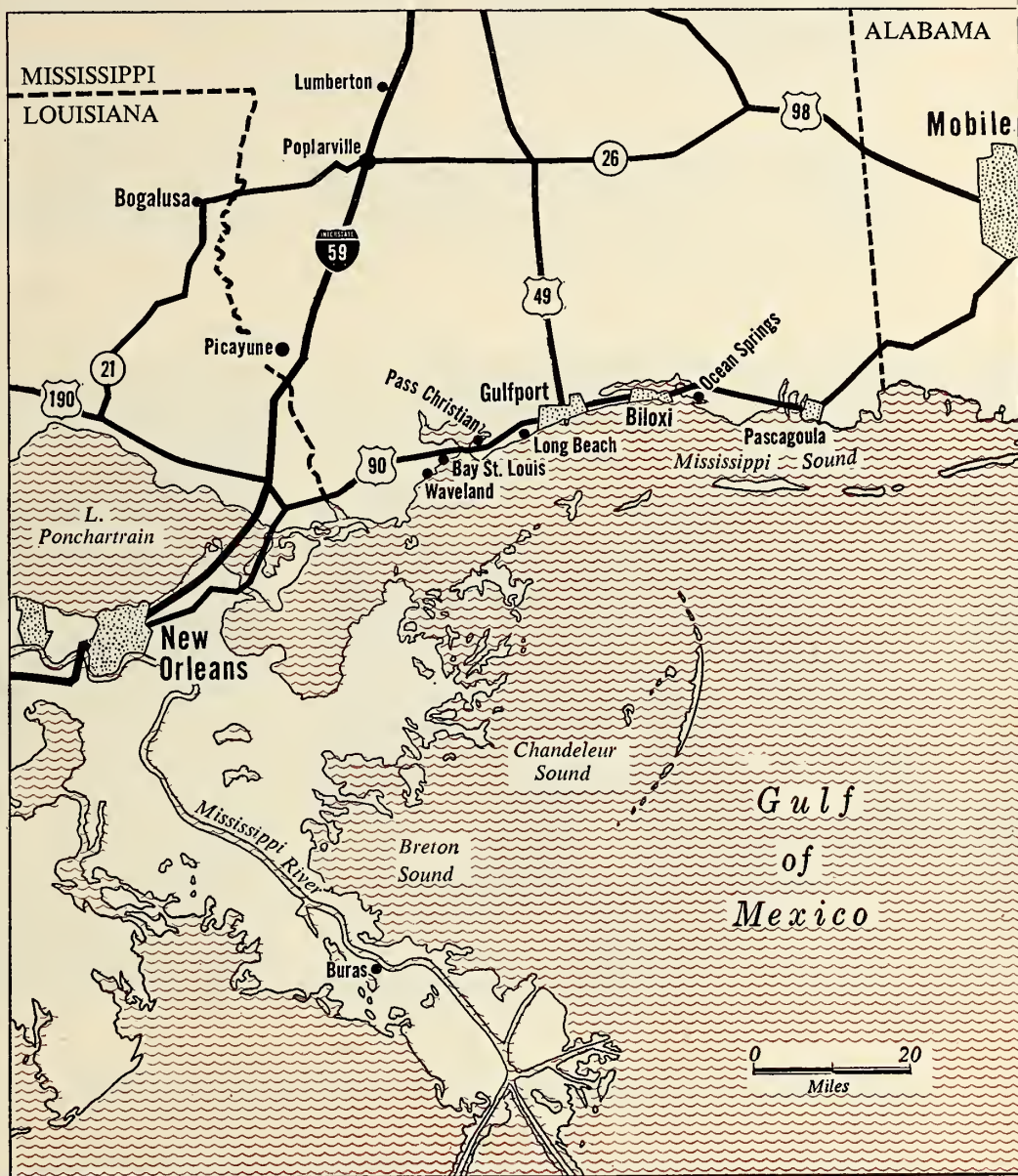
The fine, brick home of Post 139 in Bay St. Louis—a post that involved 800 youngsters in Legion youth programs—was valued at over \$100,000. The bent roof stood on 11 gaunt uprights. Between them the breezes blew, for there was nothing there but the outdoors.

If a handful of Legion Posts—as Posts, and quite apart from the individual ruin suffered by their members—lost more than one can reasonably expect to raise in a national relief fund drive, that may help put the total economic disaster from Alabama to Louisiana in some perspective. It is beyond counting. The Gulf Coast was a Riviera

for vacationers, with sumptuous hotels and motels and beautiful beaches—and lovely sub-tropical trees whose stands had been there when the Le Moyne brothers first put into Biloxi Bay before founding New Orleans. All gone in a few hours.

The Gulf Coast supported a water-

off-loading point for Latin American bananas. These all supported industries ashore. The harbor facilities were demolished to the tune of millions. (A \$5.5 million new addition disappeared with the rest.) The channel was not totally filled in by Camille. After some dredging, a German banana ship made into



Detail map of area worst stricken. Economic disaster extended more than 50 miles inland, to and beyond Lumberton, in the western half of Mississippi. The Louisiana delta also felt brunt of storm. Flood, tide injured western Alabama.

front dense with fishing craft that fed the nation with oysters and shrimp and fish delicacies. Completely demolished. There was no deep harbor on the Mississippi coast until Gulfport built an artificial one behind a 27-foot seawall and benefited from a thriving ocean trade. She exported lumber, phosphates, crushed oyster shells, creosoted pilings, potash salt, fish, grain, sugar, cottonseed cake and meal, rosin, glucose. She imported many things, and was a central

port for a makeshift off-loading within a month of the disaster, as a token that Gulfport shipping would rise again. But when? And what of those to whom it gave a livelihood in the meantime? Statistically, Gulfport contributed \$46.5 million to the state's economy in 1967, as the state's only deepwater port. Now Gulfport is going to have to take instead of give for some good time.

You can't tally what happened to the
(Continued on page 34)

CONTINUED The Continuing Disaster on the Gulf Coast

shore resort of Long Beach, just west of Gulfport. Except for a few shells of structures, it was "wiped out completely." To itemize it, just list everything in this town of 10,000. The assessed tax valuation was \$16.5 million. Besides all of the homes, there were nine churches, fishing jetty, pier, marina, a brand new \$140,000 library, six schools and a college, several industries. Along the now indefinable border between Long Beach and Pass Christian, on the empty lot where a restaurant once was, there's a sign saying "Will be back with God's help and yours."

Pass Christian is 95% destroyed, and like the other towns doesn't know how it can pay for what needs to be done.

Little wonder Godwin was "shaky."

Nobody can digest what all this means to the people involved in 1970, 1971, 1972, 1973. When you erase 10% of a state's economy, 10% of its people's property and 10% of their jobs, all in one concentrated area, the consequences are beyond grasp.

Some of the little shops and businesses along the coast weren't washed or blown away, they were buried under tons of debris. Others vanished, leaving bare ground behind. Picture a shopping center whose only trace is its parking lot. Picture your town if its immediate problem were to burn most of what remains of it to get it out of the way.

Twenty-eight miles of Route 90 were

disaster fund. Probably a priority will go to the Legion's own stricken Posts. Legionnaires, veterans and their families. The National Executive Committee allocated \$25,000 out of national funds two days before the first convention business meeting to start the fund off. On the floor of the convention, the New York Legion added \$5,000 to it, Pennsylvania added \$5,000, Illinois added \$5,250, The American Legion Auxiliary added \$7,500, the Past Commander's Club added \$1,000. Alaska, recipient of Legion aid in its most recent earthquake disaster, put up an immediate \$500. Post 53, Fort Wayne, Ark., tendered \$75. The American Legion Press Club members at the convention pledged \$200.

WIDE WORLD



How the Louisiana delta town of Buras looked after Camille.



The neat, brick home of Buras Legion Post 193 stood here.

The \$40 million of property it used to tax is 95% gone with the rest. Its vanished assets were similar to those of Long Beach.

Amid all the disaster elsewhere, you probably didn't hear much about Waveland (pop. 3,200). It was one of the most delightful shore resorts, scene of colorful annual Mardi Gras and St. Patrick's Day parades, with long miles of beautiful and "protected" beach, ante-bellum homes, gardens, an art gallery and art school, four churches, 11 civic groups, and an expanding program of new city improvements that won it a state Merit Award in 1967. Much was brand new—a fine new motel and hotel installation, new restaurant, new bank, new post office. New water, gas and sewer facilities were under way. Godwin visited Waveland to report: "No more city. 100% destroyed."

destroyed for all practical purposes. In all, 1,700 miles along at least 21 southern Mississippi highways had to be cleared (out of 2,000 miles of roads in all her Gulf lowlands).

Many of the known survivors are missing in one sense. There's no way to write to them. Not only are their homes and some of their streets gone, but so are their post offices. Magazines like this one and all others with subscribers in southern Mississippi and parts of Alabama and Louisiana have special problems to be worked out with the U.S. Post Office as their computers try to mail issues to homes and post offices that aren't.

When the Legion convention in Atlanta turned its attention to the long-term struggle of Camille's victims that lies ahead, after the first wave of national sympathy has faded, it started its own

Other small gifts brought the fund to over \$53,000 before the convention closed shop. A month later, it stood at \$61,326.

Not since the early 1920's has a special Legion fund drive raised more than \$190,000. A couple of million could be wisely spent just for the Legion's own—Camille's war veteran victims—for the sake of "... devotion to mutual helpfulness." It is unlikely that that much can be raised. One hopes that individuals will send what they can, and that someone in every Post will make the motion for whatever Post donation the treasury can stand. There are no "fund-raising" or other charges larded on to Legion special funds. Contributions are tax-deductible. Checks should be made to "American Legion Nat'l Emergency (Continued on page 45)

Important information for people 65 or older
and their children and relatives:

Protect your income and savings against big hospital bills



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\$10,000 Medicare Supplement Plan

- Pays you IN ADDITION to all other insurance.
- **GUARANTEED RENEWABLE** for life or until \$10,000 paid per person.

This message is of special interest to men and women 65 or older who are automatically covered by the U.S. Government Medicare Hospital Plan.

It tells about the wonderful new \$10,000 American Life Medicare Supplement Plan which gives you full protection, in accordance with the benefits described, against big hospital bills.

It pays hospital costs which Medicare does not cover.

U.S. Government Medicare Plan A pays only PART OF THE COSTS after 60 days* and NONE OF THE COSTS after 90 days of hospital confinement. This is why it is important that you have the full, low-cost additional protection of the new American Life Medicare Supplement Plan.

We never know when one of a score of diseases or accidents may strike, requiring a long hospital stay—such as heart attack, stroke, cancer, vascular disorder or a broken hip. Statistics show that people 65 years or older are hospitalized at least twice as long as those under 65.

How about you? Do you have enough income to cover big, unexpected hospital bills? Do you have enough savings to handle such long-term emergencies which could cost you thousands of dollars?

Just one long hospital stay may plunge you into poverty, cause you to lose your life savings and make you dependent on others.

But you need not be exposed to these hazards!

Now... for only \$2.90 a month per person... you can protect your income and your life savings against such perils with the new \$10,000 American Life Medicare Supplement Plan.

This new, low-cost plan pays up to \$10,000 tax-free benefits per person under an easy-to-understand policy. The money is paid directly to you (or to the hospital, if you prefer). No matter how long you stay in the hospital, there's no time limit for each confinement up to \$10,000 total benefits per person.

SONS, DAUGHTERS, RELATIVES: You can protect your loved ones 65 or older against

the burden of a big hospital bill (as well as a drain on your own income and savings) by taking out a policy for your parents or relatives NOW. Just fill in the application form today and have the person to be insured sign it. We will gladly bill you for the low quarterly, semi-annual or annual premiums after you have received your policy.

ENROLLMENTS CLOSING—MAIL APPLICATION TODAY
NO MEDICAL EXAMINATION REQUIRED
NO SALESMAN WILL CALL

Send no money until after you receive your policy

The present enrollment offer is open for a limited time only. Regardless of whether you participate in the U.S. Government Medicare program (if you are under Social Security or Railroad Retirement you are automatically covered by the U.S. Medicare Plan A insurance), you are eligible to enroll under the American Life Medicare Supplement Plan. But you must enroll now to collect the benefits. As long as you are 65 years or older, there's no age limit. Both husband and wife

can enroll (a spouse can join when reaching 65) and enjoy equal benefits for the same low premium per person.

Upon acceptance of your enrollment, we will send you your American Life Medicare Supplement Plan Policy and your Hospital Identification Card. You will also receive a premium payment notice covering the first quarterly premium at the rate of \$2.90 per month per person (the cost will be even lower if you pay the premium for six months or a year). Upon receipt of the policy, if you are not completely satisfied, you owe nothing.

Don't risk your income and your savings. Don't saddle your children or relatives with your hospital debts. Don't miss this wonderful opportunity to be financially independent. Sorry: not available to residents of Mich., Wis., Kan., Ore. and Wash. Residents of these states write for information.

*Exclusive of the 60-day "lifetime reserve"

Can I have confidence in American Life Insurance Company?

Yes! For over 40 years, since 1928, American Life Insurance Company has faithfully served policy holders. Serving policy holders from Coast to Coast; noted for fast claim service. American Life is licensed under the laws of its state of domicile and carries full legal reserves for the protection of all policy holders. Policies are effective and honored by the Company regardless of your state of residence.

Founded in 1928
AMERICAN LIFE

221 North La Salle Street



Over 40 years of Service

INSURANCE COMPANY

Chicago, Illinois 60601 • FR 2-5722

AL-6710

ENROLLMENT FORM

\$10,000 AMERICAN MEDICARE SUPPLEMENT PLAN • SPECIAL—APPLY NOW IF YOU ARE 65 OR OLDER
to: AMERICAN LIFE INSURANCE COMPANY • 221 N. LaSalle Street • Chicago, Illinois 60601

Please enroll me (and my wife or husband if named below) in the \$10,000 AMERICAN MEDICARE SUPPLEMENT Plan. Please send my policy and Hospital Identification Card now. I understand this protection will begin as soon as the first quarterly premium of \$8.70 per person is paid.

My name _____ My Date of Birth _____
(please print)

My address _____
(street) (city) (state) (zip code)

ENROLL YOUR SPOUSE HERE:

First name of wife or husband _____; date of birth _____

SIGN HERE X _____

- ☐ Please send me a free copy of Social Security Administration Booklet SSI-43, on Government Medicare.
☐ Please send extra enrollment forms for my friends or relatives.

FOUNDED 1928 • PROTECTING AMERICAN FAMILIES FOR OVER 40 YEARS

LE-109

C-966

PLEASE DO NOT SEND ANY MONEY. You will be billed later.

NOVEMBER 1969

SENATE PASSES INSURANCE AND DEPENDENCY INDEMNITY COMP BILLS:

The Senate recently passed five bills dealing with servicemen's insurance and dependency indemnity compensation . . . The bills would (1) increase dependency and indemnity compensation for widows and children (2) increase from \$10,000 to \$15,000 the amount of servicemen's group life insurance for members of the uniformed services (3) provide double indemnity coverage under servicemen's group life insurance for members of the uniformed services assigned to duty in a combat zone (4) provide a special government life insurance program for veterans of the Vietnam era and (5) provide dismemberment insurance coverage under the servicemen's group life insurance program.

LEGION VIEWS PRESENTED TO HOUSE VETERANS AFFAIRS SUBCOMMITTEES:

Here is the gist of some recent Legion testimony in favor of bills being considered by subcommittees of the House Committee on Veterans Affairs.

On bills to improve the dependency and indemnity compensation program for widows and children of veterans who die of service-connected disability, Legion representatives asked the Subcommittee on Compensation and Pension to (1) increase the widow's DIC formula to \$130 per month plus 10% of her deceased husband's basic pay, with a minimum payment of \$165 (2) increase the monthly payment by \$30 for each child of a deceased veteran below age 18 (3) increase by 10% the existing monthly payments to children where there is no widow (4) provide an additional amount of \$75 per month for widows entitled to DIC who are disabled to the extent of requiring the aid and attendance of another person (5) repeal the existing restriction limiting dependents to the old rates of compensation when premiums on any contract of government insurance carried by the veteran at the time of death were on an inservice waiver (6) permit a statutory presumption of service-connected death for DIC purposes of any veteran who has been rated

totally disabled by reason of service-connected disability for 20 or more consecutive years and (7) provide that monies inherited from bank accounts jointly or separately owned shall not count as income for DIC purposes for dependent parents.

In testimony before the Subcommittee on Insurance, Legion representatives backed legislation to (1) increase to \$30,000 the maximum amount of Servicemen's Group Life Insurance which may be carried by any member of the uniformed services, without regard to rank or years of service (2) reopen Nat'l Service Life Insurance for one year for insurable and service-disabled veterans of service between Dec. 7, 1941, and Sept. 2, 1945, and from June 27, 1950, to July 27, 1953 (3) provide a program of low-cost government life insurance comparable to that made available to WW2 vets for Vietnam era vets and (4) pay dividends on certain NSLI policies issued on the term plan between April 25, 1951, and Dec. 31, 1956.

Before the Subcommittee on Cemeteries the Legion expressed support for the establishment of a national cemetery adjacent to the Manassas Battlefield National Park in Virginia to be used as an adjunct to Arlington National Cemetery and reiterated its call for a national cemetery policy under the control and responsibility of the Administrator of Veterans Affairs and the appropriate committees of Congress.

DOES THIS SITUATION FIT YOU?

A reader writes: "I'm 72, veteran of WW1--wife passed away this year--notified both VA and Social Security people . . . VA says I'll now get \$75 per month and Social Security says I'll now get \$102.50 per month--a reduction of \$68.50 per month altogether . . . We had a joint savings account . . . My question: Are Social Security benefits and bank interest considered countable income?" . . . Answer: Yes, both are countable income but VA offsets 10% of all retirement benefits . . . Note: Commercial insurance benefits are also considered income.

NEWS OF THE AMERICAN LEGION

AND VETERANS AFFAIRS

NOVEMBER, 1969

Final 50th Anniversary Event Takes Place on Veterans' Day

Legion and Auxiliary to hold special meetings in Minneapolis, Minn., commemorating First National Convention held there 50 years ago; Regional Veterans' Day Memorial Program also scheduled.

The final event in the 50th Anniversary Celebration of The American Legion and its Auxiliary will take place Nov. 9-10-11 in Minneapolis, Minn., the city where the Legion held its First National Convention a half century ago. Capping the three-day commemoration will be an expanded Veteran's Day Program. Here are some of the details in chronological sequence.

- The Legion Auxiliary has scheduled its 1969 Presidents and Secretaries Conference for Nov. 9-10. Their Nat'l Executive Committee will meet Monday afternoon, Nov. 10. All meetings will be held at the Radisson Hotel.

- Also scheduled at the Radisson is the Auxiliary's 50th Anniversary Banquet at 8:00 p.m., Nov. 10.

- The Legion's Nat'l Executive Committee was being called in to represent all Legionnaires. A reception, a luncheon and a 2:00 p.m., business meeting are scheduled to take place at the Leamington Hotel on Nov. 10.

- The Veterans' Day Memorial Program will begin at 10:00 a.m., Nov. 11, at Souls Harbor, the building which housed the Legion's First National Convention. It will end at 11:00 a.m. National Chaplain Fr. William D. Curtis will lead the services assisted by two Past Nat'l Chaplains. The program will also encompass the official Veterans' Day Program of the Governor of Minnesota and the Regional Veterans' Day Observance to which officers of other veterans organizations have been invited to participate. It was hoped some Legion national champion musical groups would be able to perform.

- National Commander J. Milton Patrick will host a luncheon at the Radisson Hotel in Minneapolis following the memorial program. State and local officials and department commanders and adjutants of states surrounding Minnesota have been invited along with Medal of Honor winners. Tickets for this luncheon are \$6.00 and may be ordered through the Fifth District American

Legion, Hotel Nicollet, Minneapolis, Minn., 55401.

- At 2:30 p.m., a parade is scheduled in which surrounding states have been invited to participate with bands and marching units. It is hoped a great assemblage of WW1 veterans will be in the parade. Busses and cars will be provided for those unable to walk the parade route.

- A free refreshment hour is being arranged exclusively for WW1 veterans after the parade.

- An evening program is being planned to take place in the Minneapolis Auditorium at 8:00 p.m. Vice President Spiro T. Agnew has been invited to deliver the main address. Admission will be free.

Nat'l Cmdr Visits Southeast Asia

As this magazine went to press, National Commander J. Milton Patrick had just returned from a 15-day fact-finding tour of U.S. installations in Southeast Asia and was slated to meet with President Nixon in Washington, D.C., to report on his impressions. On the tour Cmdr Patrick was briefed by high level military and diplomatic officials in South Vietnam, South Korea, Formosa, Japan, Okinawa, the Philippines and Hawaii.



Cmdr Patrick, son David inspect aircraft.



Cmdr Patrick (hand uplifted) and party visit the USS Constellation on station in the Gulf of Tonkin. He is escorted across flight deck by Capt. John S. Christiansen (left), CO of the carrier and Vice Adm Maurice F. Weisner, Cmdr Task Force 77.

He was accompanied by Legion Headquarters Assistant Executive Director Hollis C. Hull and C. J. Wright of Vinita, Okla., a special assistant to the Nat'l Cmdr.

Two impressions stood out for Cmdr Patrick. One was the almost unanimous opinion of military people—both high and low—that the U.S. should retain its control and bases on the island of Okinawa. (The Legion adopted a resolution at its recent Nat'l Convention in Atlanta, Ga., calling for continued U.S. administration of the Ryukyu Islands of which Okinawa is a part.)

The other was the high esteem in which senior officers, both naval and military, held the young men of the armed services. Time after time, these officers contrasted their conduct with that of some young people demonstrating at various places in the U.S.

Cmdr Patrick was also impressed with the fact that U.S. forces seem to be in a state of constant alert in South Korea. Landing at the airport in Seoul, he noted fully-manned gun emplacements at regular intervals along the runway's edge.

At the DMZ in South Korea, he observed through high-powered binoculars the North Korean soldiers constructing fortified trenches, command posts and other military positions on the northern side of the line.

"Korea is still a potentially explosive situation," he said. "I think Americans are more or less prone to forget Korea due to the conflict in Vietnam. I wanted to visit these men to let them know that we are as proud of them for their part in defending the freedom we enjoy as we are of the boys in Vietnam."

Drawing a parallel with Korea and South Vietnam, he added, "We need to relate our efforts in Vietnam to our experience in Korea. Look how far that

Legion Commemorative Bottle A Success

Every person sending in a coupon reserving an American Legion 50th Anniversary Commemorative Bottle is guaranteed one at a price approximating \$10 per bottle, varying slightly above or below, depending upon the respective tax structures of the 50 states, reports the J. W. Dant Co., (a division of Schenley Industries) which was commissioned by the Legion's 50th Anniversary Committee to produce the bottle.

Dant officials, noting that more than 30,000 coupons (indicating orders from one bottle to case lots) had been received, called it the biggest success story of its kind in the special bottle industry and said that the demands will be met, with the biggest distribution scheduled well in advance of the upcoming holidays.

To reserve your Commemorative Bottle, use the coupon which appears in this issue on page 15.

nation has come on the road to recovery since the ceasefire. Now there are ROK troops in South Vietnam aiding our effort. These are some of the finest troops around. In the long run, the Republic of Vietnam may well have a similar success story."

At Taipei, Formosa, the Legion group visited for almost an hour with Generalissimo and Madame Chiang Kai Shek. The 83-year-old Generalissimo, alert as ever, was interested in the American people's opinion of Free China and expressed concern over the anti-war demonstrations in the U.S. and with the Okinawa situation.

Cmdr Patrick presented Madame Chiang with a copy of the August 1953 American Legion Magazine which had her photo on the cover. Delighted with the gesture and upon learning that Cmdr Patrick's son, David B. Patrick was a Pfc with the 4th Infantry Division in South Vietnam, she said what women everywhere say under similar circumstances: "I shall pray for your son."

In South Vietnam, the Cmdr's son was able to obtain a five-day leave of absence from his unit so that he could accompany his father for part of the trip.

Together they visited the attack carrier Constellation, flagship of Task Force 77, at Yankee Station in the Gulf of Tonkin and observed operations as the ship launched planes to carry out attack support missions in South Vietnam below the DMZ. They also visited the attack carrier Hancock.

While on the Constellation the Cmdr was interviewed on KCON-TV, the carrier's closed circuit TV system, for a news program viewed by the 5,300 man crew.

The Legion party covered almost all of South Vietnam in transportation that ranged from helicopter to river patrol boat. Weather was too forbidding in the DMZ area to permit a visit there.

The Cmdr reported that the pacification program seems to be working but that commanders in the field were not yet sure whether South Vietnamese units could completely take over the protective job from departing U.S. units in all areas.

Before leaving South Vietnam, Cmdr Patrick and his group met in Saigon with Gen. Creighton Abrams, Vietnam Commander, for a high level briefing.

In Tokyo, Cmdr Patrick told a Stars and Stripes correspondent, "We are proud of these men. We're just as proud of them as we are of WW1, WW2 and Korean War veterans. The Vietnam veteran has been neglected because this is such an unpopular war. We in the Legion recognize him as being just as patriotic as the veterans of other wars and we're going to do all we can to show that we appreciate the part he's played in the fight for freedom."

Patrick said the Legion will spearhead drives to have mustering-out pay given to Vietnam vets as it was to men returning from WW2 and Korea. "We hope to see them get at least \$500 cash immediately to help the readjustment to community life," he added.

Cmdr Patrick and his group also visited U.S. servicemen recuperating in hospitals in South Vietnam, Manila and Okinawa.

On the island of Okinawa, Cmdr Patrick was fêted at Wayne E. Marchand
(Continued on page 40)

New National Officers of The American Legion Auxiliary



Here are the 1969-70 National Officers of the Legion's Auxiliary elected at the Atlanta Nat'l Convention. From left to right: Mrs. Raymond N. Lory, Mich., Central Division VP; Mrs. William T. Coyner, Va., Historian; Mrs. William D. Chester, Jr., Ky., Chaplain; Mrs. H. Milton Davidson, N.M., Pres.; Mrs. George W. Gibbs, Md., Eastern Division VP; Mrs. Harry L. Estes, Wyo., Northwestern Division VP; Mrs. J. T. Amacker, La., Southern Division VP and Mrs. Richard Gearhart, Ore., Western Division VP.

Chicago Legion Takes Hospitalized Vets To All-Star Football Game



First item on All-Star night is a roast beef dinner



Legionnaires help off-load patients at Soldier Field

SEVERAL HUNDRED wheelchair and ambulatory patients from Hines, Downey and West Side Veterans Administration hospitals were among the 75,000 people at famed Soldier Field recently in Chicago to watch the 36th Annual College All-Star Football game against the World Champion N.Y. Jets.

They were there as guests of the Chicago (Cook County) American Legion which runs the annual veterans rehabilitation program.

Early dinner at a local restaurant started the evening off. Then the vets were bussed—with a police motorcycle escort—right onto the field at Grant Park where they saw a surprisingly closely-fought game barely won (26-24) by the Jets. The Chicago area Seagram Post (#807) provided coffee and doughnuts during the game.

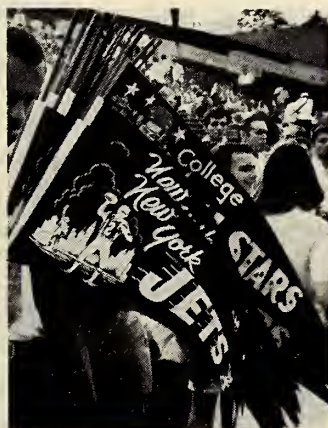
In addition to the All-Star outing, the Cook County Legion conducts three other major entertainment functions with hospitalized veterans as guests. They are: Ice Follies Night (during February); the Annual Memorial Day parade, and the Cook County Independence Day Fireworks Show.



The smiles tell you they're enjoying themselves as vets await start of game.



Jets' Snell scores TD.



Pennants sold briskly.



Legion All-Star group poses with wheelchair vets.

Legion Post 28, the world's largest post, with 6,570 members. He reported that military leaders on the island were highly impressed with Post 28's Legion welfare programs and with the ability of its leadership.

Legion Extension Institute

The 24th term of the Legion's Extension Institute—a mail order home-study course in Legion operations and history—is still open to application.

The 500-page course, prepared by the Membership and Post Activities Division, contains a brief history of the Legion and describes its programs and services.

Divided into six units, one booklet per unit, the course covers the internal organization of the Legion and its programs and objectives. They are: 1—History and organization; 2—Internal Affairs and Service Divisions; 3—The Americanism and Foreign Relations Programs; 4—The Rehabilitation Program; 5—The Legislative and Economic Programs and 6—The National Security and Child Welfare Programs.

The course is available to Legionnaires, Auxiliaries and Sons of the Legion members 17 years of age or older. Posts, units and squadrons may enroll several members and form study groups.

Upon successful completion of the course, graduates will receive a Certificate of Graduation and a patch to affix to Legion caps. Auxiliaries will receive an attractive mortarboard pin and chain.

An enrollment form coupon is provided on this page for your use. If it is not large enough to accommodate all the names, please use a reasonable facsimile.

National Membership Bulletin

As of Sept. 30, National Headquarters had recorded 2,660,664 members for 1969, a gain of nearly 45,199 over the same date last year.

At that point 41 departments had exceeded their nationally assigned goals for 1969, 42 had exceeded their final 1968 membership, and nine departments had set new all-time highs.

Also on that date, 319,570 advance memberships for 1970 had been tallied—a gain of 10,005 over the same date last year.

The Membership Committee estimates that since veterans of the Vietnam era were made eligible for Legion membership on Sept. 1, 1966, at least 200,000 of these younger veterans had joined the Legion.

Combatting Drug Abuse

Since drug abuse is a national problem, what can be done by citizens locally that can make a dent in the problem? This was the sense of many interested letters to the Legion's Child Welfare Division after it was reported here in August that the Division stood ready to suggest local action for Legion posts, Auxiliary units, individuals and communities that were interested in the drug problem.

The Child Welfare staff has now released the following list of suggestions:

1—Provide your children with parental love and support. With the exception of thrill seekers, those who abuse drugs generally have psychotic

personalities. Raising children to be normal, healthy American kids is one way to counteract the drug abuse problem.

2—Teach your children to use only those drugs prescribed for them by a qualified medical expert. Don't use drugs prescribed for others.

3—Support your police. Insist that policemen in your community receive training sessions on dangerous drugs.

4—Determine if your state laws and city ordinances provide your police officials with the necessary rules and regulations to counteract those who traffic in drugs. If the laws are inadequate, work to provide the police with proper laws.

5—Urge your schools and churches to inform parents and children about the harm that can come from illicit use of drugs. (See "Basic Facts About Abusable Drugs" on page 16 of this issue.)

6—Inform the general public via newspapers, radio and TV about the problem.

7—Ask a qualified police official, physician or other expert to speak to your organized group.

8—Education and enforcement seem to be the keys to curing this problem. Drugs are with us and will continue to be with us. Drugs, properly used, are a Godsend to man. Improper use can be man's undoing.

9—What is the extent of the problem in your community? If your investigation finds there is a problem, take steps to counteract it.

Legion Acts to Mark the 50th



EMPIRE PHOTOGRAPHERS

A furry bonnet for the guest

The New York County Legion gave a dinner for then Nat'l Cmdr William Doyle. Fur Post 1049 presented him with a white mink cap (see photo). Post Cmdr Herbert Mayers is shown making the presentation.

Post 396 and Unit 396, Garden City, Mich., gave the community a Flame of Freedom.

Twenty-six Departments have reported that the 50th has been recognized by either a proclamation by the governor or a resolution by the legislature.

ENROLLMENT FORM

AMERICAN LEGION EXTENSION INSTITUTE

(Use this coupon and add extra names and addresses, if any, on another sheet. Make all checks payable to: Nat'l Treasurer, The American Legion.)

To The Faculty

American Legion Extension Institute

PO Box 1055, Indianapolis, Ind. 46206

Here's our draft for \$..... Enroll those listed herewith in the 24th American Legion Extension Institute home study course, and send each the first assignment and lesson.

Total students with this order.....

Name (last first).....

Street Address

City, State, ZIP Code.....

Card #.....Post or Unit #.....

(This coupon accommodates an order for one fully. For more, use it and add additional names on a separate sheet, giving the above info for each.)

COST—One to three—\$4 each—Four or more—\$3 each. Price, payable to "The American Legion," based on all sent in one order.

From the Admiral in the DMZ

To Post Cmdr John Squirrel
Infantry Post 180, Newark, N.J.

Dear Comrade Squirrel:

... Right now I am embarked in the heavy cruiser *Newport News* and we are lying off the Demilitarized Zone shelling North Vietnamese and Viet Cong positions ashore. The 8-inch and 5-inch guns on this ship let go with quite a jolt and I'm glad they do because it gives me a good excuse for any misspelled words in this letter.

But I'm glad they pack a lot of power for a totally different reason. Tonight (and it is nighttime, dense fog, and 12-foot seas) we are supporting several thousand of our countrymen—infantrymen, if you please—who are engaged in the slogging business of rooting the enemy, in two's or three's or small groups, from the thousands of bunkers he has burrowed into the ground. And every time we let loose with a salvo. I hope we make the job of the infantrymen a little easier. And every time we shoot we come a little bit closer to making an American promise come true. The promise that men everywhere should be free and have the right to choose, without coercion or at gun point, the kind of government under which they will live.

And when you strip away all the rhetoric and all the involved argument that one reads in the newspapers at home or hears on radio or television, that is what this war is all about. The right for a man to elect what kind of government he wishes to live under. A hundred and ninety years ago we fought for that right and we had some help from another nation. And I'm glad that we now are, again, able to repay partly our debt to history by helping a weaker nation than we are to live by choice—and not by fear.

This task all of us out here are engaged in seems pretty clear to us. I wish it were true with all of our countrymen everywhere. Part of this concern might be better expressed by telling you what I wrote today in a periodic letter I send to all the wives and parents of the men under my command. In part it said: "We have just as many races and religions and creeds among us Americans out here as you have back home. But we don't have riots, or protest marches, or sabotage, or anarchy. We think that what we have here is Americanism at work. We also think that the vast majority of Americans *think* Americanism — we wish they would *speak out* on Americanism. It would be utter tragedy, indeed, if we should rediscover Americanism out here, only to lose it at home."

I am mighty glad and proud that the

Legion speaks out on Americanism. . . .
Most sincerely, T. J. Rudden, Jr.
Rear Admiral, U.S. Navy
Cmdr Cruiser Destroyer Gp, 7th Fleet,
Member of American Legion Post 180

Legion Flag Gifts



Post 415, Wis.: to Milwaukee Police

The Milwaukee (Wis.) Police Post 415 donated to the Milwaukee Police Dep't two new flags to replace worn flags in the Detective Bureau and the Traffic Bureau. In the photo (l. to rt.): Inspector Lloyd Lund, Traffic Bureau; Dep. Insp. Leo Woefel (in background), Detective Bureau; Firing Squad Capt. Joseph Pascoe (partially obscured); Police Chief Harold Breier; and Post Cmdr Royal Nord.



Post 235, Mass.: for a new ballfield

For its new ballfield, the Assabet Little League baseball team got a flag from **Post 235, Maynard, Mass.** In the photo, Post Cmdr Stewart Campbell makes the presentation to David Smythe, League president.

More on Our Forces in Vietnam

Twenty-six young men and three women were dinner guests of **Post 17, Watertown, S.D.**, in observance of the fact that all were joining the Navy and the Waves. The salute was planned by Chief F.R. Nartowicz, U.S.N., and Ned Dummer of the post.

Post 739, Indio, Calif., sends along a newspaper clipping which tells of how the brother of Robert C. Lira, 19, Indio

Marine killed in action in Vietnam, set the record straight as to why Lira was serving his country. In an eloquent open letter, Sal Lira, Jr., took issue with a recent write-up in the *Grapevine Rose*, a publication put out at irregular intervals by students. In his letter to the newspaper, Mr. Lira said, in part: To the Editor: "It may be that I am being overly sensitive because he was my brother, but it seemed to me his death was being exploited (in the *Grapevine Rose* publication) to express this kid's (Kelly Leonard's) feelings towards the war in Vietnam. To begin with, Bobby was not taken and sent somewhere without his full knowledge of the danger he was going to face. He volunteered! To Bobby it was not a question of a just or unjust war; to him our way of life was being threatened . . . he died so that Kelly Leonard and people like him can have the right to express their opinions about it, even if it is to downgrade it."

Legionnaires in **Burr Oak, Mich.**, send a hometown newsletter to all locals in service.

Legionnaires and church members in the **Charleroi, Pa.**, area gathered up 600 pounds of clothes, soap, candy, chewing gum, toys, etc., and sent it to Vietnam orphans in Pleiku. Active in the project was the then **Post 22 Cmdr**, Rev. Canon Joseph Wittkofski, Past Dep't Chaplain.

Twenty-six USO centers in Vietnam, Korea, the Philippines and Guam received their shares of more than 15,000 paperbacks through the combined efforts of **District 5, Texas**, the USO, and the employees of 7-Eleven food stores.

Post 439, Saginaw, Mich., has raised about \$500 worth of gifts—model kits, ballpoint pens, shower shoes and stationery—for our servicemen patients in the Naval Hospital in Da Nang. In the photo, Viet vets Herb Lelo and Gary Sebenick examine items ready for shipping.



Viet vets inspect items for Da Nang.

Minnesota Legion School

On cool, blue North Long Lake, at Brainerd, Minn., is the Legionville School Safety Patrol Training Center conducted by the Dep't of Minnesota for the purpose of training Minnesota



Unit 15, Sioux Falls, S.D., took Auxiliary Chorus title at Convention with 89 score.



Trio champs: Unit 69, Mayville, Wis.



Unit 15, Sioux Falls, Sextette champs

youngsters in uniform practices of school patrol operations.

Students who attend the Training Center are selected by their school faculties and sponsored by local Legion posts, units, PTA's and other groups, individuals and communities.

"Each summer," said Howard Lohman, of Moorhead, Minn., Immediate Past Nat'l Vice Cmdr, "over 2,000 youngsters are taught the proper method of controlling traffic at school crossings and servicing school buses. These trained patrolmen return to their communities and become teachers of hundreds of other school patrolmen."

Legionville isn't all classroom instruction. Afternoons and evenings are devoted to recreation—supervised sports, swimming and water safety, handicrafts, conservation, etc. Americanism and good citizenship are emphasized during this week of training. Flag raising and retreat ceremonies are held daily. Rest periods are required after the noon and evening meals. Boys and girls, ages 10 to 14, are trained at this center. Each child attends for one week and receives a certificate upon graduation.



Quartet Winners: Unit 15, Sioux Falls.

BRIEFLY NOTED

Winning the bulk of the Auxiliary's choral championships at the recent Nat'l Convention in Atlanta were the choristers representing **Unit 15, of Sioux Falls, S. Dak.** They sang sweetly and strongly enough to win three first places—in Quartet, Sextette, and Chorus competitions. They were second in the Trio contest to the group representing **Unit 69, of Mayville, Wis.**

Mayville placed a close second in the Chorus contest. **Unit 544, of Twin Lakes, Wis.,** was runner-up in Quartet. **Unit 641, of Baden, Pa.,** scored a second in Sextette and third in Quartet. **Unit 143, of New Cumberland, Pa.,** placed third in Trio and Chorus.

American Legion Life Insurance Month Ending Aug. 31, 1969

Benefits paid Jan. 1-Aug. 31, 1969	\$1,060,399
Benefits paid since April 1958	7,719,554
Basic Units in force (number)	163,757
New Applications approved since Jan. 1, 1969	4,013
New Applications rejected	741

American Legion Life Insurance is an official program of The American Legion, adopted by the National Executive Committee, 1958. It is decreasing term insurance, issued on application to paid-up members of The American Legion subject to approval based on health and employment statement. Death benefits range from \$11,500 (full unit up through age 29) in decreasing steps with age to termination of insurance at end of year in which 75th birthday occurs. Quoted benefit includes 15% "bonus" in excess of contract amount. For calendar year 1969 the 15% "across the board" increase in benefits will continue to all participants in the group insurance plan. Available in half and full units at a flat rate of \$12 or \$24 a year on a calendar year basis, pro-rated during the first year at \$1 or \$2 a month for insurance approved after January 1. Underwritten by two commercial life insurance companies. American Legion Insurance Trust Fund is managed by trustee operating under the laws of Missouri. No other insurance may use the full words "American Legion." Administered by The American Legion Insurance Department, P.O. Box 5609, Chicago, Illinois 60680, to which write for more details.

The **North Dakota Legion** is this year's winner of the Franklin D'Olier Trophy, awarded annually to the Department that has attained the highest percentage of membership of eligible ex-servicemen in said Department for the current year, 30 days prior to the Nat'l Convention. North Dakota came up with a percentage of 55.54.

Richard Parks, of Glendale, Calif., is the new president of The American Legion Press Assoc. (ALPA). Vice presidents elected for the coming year are George Michaels, Elmhurst, N.Y.; Daniel Ross, Jr., of Blackwell, S.C.; Maynard Hemp, of Watertown, S.D.; and Austin McElfish, of Waco, Tex. Re-elected to their respective offices were Frank Giambra, of Tonawanda, N.Y., secretary, and Jack R.C. Cann, of Indianapolis, Ind., treasurer. Mrs. Mary Howard, of Augusta, Ga., was named historian, and Dr. Park Huntington, of Wilmington, Del., chaplain. Elected to the executive board were Charles Congdon, of Brooklyn, N.Y.; Ed Bahret, of Venice, Fla.; Luke Hart, of St. Louis, Mo.; and Mrs. Helena Bergeron, of Houston, Tex.

ALPA delegates voted to donate \$200 to the Legion's Hurricane Camille Fund.

POSTS IN ACTION



John Ambler, Past Cmdr, Post 310, Chicago, Ill., presents to Capt. Gerald Bodmer, Adjutant of the 1st Bn, 131st Inf, the Chipilly Post trophy for excellence in rifle marksmanship.

Only moments before the launch of Apollo 11, a special tribute was paid to former Boy Scouts Neil A. Armstrong, Michael Collins, and Edwin E. Aldrin, Jr., by members of Boy Scout Troop 23, **New Orleans, La.,** who raised a flag at a street intersection. The flag-raising send-off was arranged by Emmett Burke, of **Post 229.** Jeff Collins and Ed Tschirn assisted. The ceremony was held shortly before takeoff at 8 a.m. The flag was guarded continually by members of the Scout Troop during the day and a police watch at night. Two floodlights were in-

stalled near the flag pole by Electrical Workers Local 130 and New Orleans Public Service. Upon the astronauts' return, another ceremony was held at the same location, high-lighted by a 16-gun salute.

Post 276, McAdoo, Pa., has started a campaign to put in its files a copy of every member's discharge papers. Cmdr Alfred Walko and Service Officer Joseph Boyle sent a letter to each post member, saying, in part: "Where are your discharge papers? If you do not know, how do you expect your loved ones to know after your death? . . . The information contained on your discharge must be available when you become disabled or after your death to apply for the benefits to which you or your survivors are entitled." Two local banks are cooperating by offering to make copies of the discharge papers and turn the copies over to the post for safekeeping. The originals are returned immediately to the owners. Hazleton Post 589, VFW, has also adopted the project.

Hubert Victor Eva, of **Duluth, Minn.,** reached his 100th birthday amidst the congratulations of his **Post 28** members.



Legionnaire Eva reaches 100-year mark.

In the photo, Joseph Kelly, Post Cmdr, presents a plaque to Eva. Among the

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

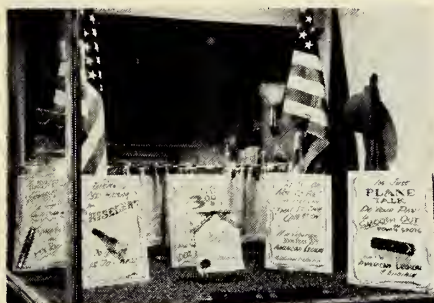
287th Port Bn, Gaya, India (Dec. 1943)—Need information from comrades Zigler, Lange, Sallee, and the outfit's First Sgt, or anyone who knows of accident to Jack R. Robinson. While loading truck, he picked up a sack of salt and twisted his back. Write to: "CD12, American Legion Magazine, 720 5th Ave., New York, N.Y. 10019"

Fort Riley, Kans., 10th Div, 86th Reg't, Co B (March 1951)—Need information from comrades Baird, Bowden, Eubank, Fields, Williams and Edwards concerning Billy I. Lowden's difficulties with nerves and medical matters. Write to: "CD13, American Legion Magazine, 720 5th Ave., New York, N.Y. 10019"

LST #3, Oran, Algeria, (May 1944)—Need information from all comrades who know of accident to John P. McGrail, who was struck on head by unsecured hatch cover and knocked to deck below, landing on spine. Write to: "CD14, American Legion Magazine, 720 5th Ave., New York, N.Y. 10019"

past post cmdrs attending were (left, rear) Edward Sonnenburg, Dr. J.F. Robinson, Harry Bray, and Alvin Schaefer. Eva entered the Spanish-American War as a captain in 1898, served a term as a colonel in Mexican Border Service in 1916 and in WWI in the 135th Infantry. In 1912 Colonel Eva recommended to the President's cabinet that a Nat'l Chamber of Commerce be formed. The suggestion was accepted and the colonel was called with other men to come to Washington and make plans. In 1937 he was called back to Washington to participate in the 25th anniversary celebration of the Nat'l Chamber.

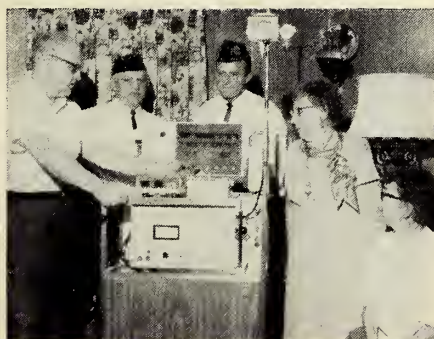
Flag Appreciation Month was a successful project in the store windows of Meynier & Dillmann Hardware Co., **New**



Flag Appreciation Month in New Orleans

Orleans, La. The "Fly It—Buy It" promotion drew much praise and sold about 1,000 flags at cost. Past Cmdr J.C. Meynier, Jr., of **Carrollton Post 228** had the cooperation of many volunteers, particularly those from his post, and from **Algiers Post 218**. The store will continue to sell the flags.

Post 33 and Unit 33, Neenah, Wis., procured a kidney machine, a life saving necessity, for Mrs. Gilbert Mitchell, a member of Unit 33. In the photo are Gilbert Mitchell, Post Adjutant George Henebry, VC Richard Funk, Auxiliary President Mrs. Walter Haufe, and Mrs. Mitchell.



Post 33, Wis., project: kidney machine

PEOPLE IN THE NEWS

John A. Jones, of Weirton, W. Va., a Legion Nat'l Vice Cmdr in 1968-69, ap-

pointed by Gov. Arch A. Moore to the Board of Veterans Council of West Virginia's State VA.

E. V. "Skip" Kiesling, named adjutant of the Dep't of Illinois. He had been serving as acting adjutant.

Robert E. Gates, of Columbia City, Ind., an attorney, appointed by Gov. Edgar D. Whitcomb as a member of the Indiana Univ. Board of Trustees. He is a Past Dep't Cmdr (1957-58).

Leon F. Denis, of East Lynn, Mass., installed as the new Nat'l Cmdr of the Mexican Border Veterans at their convention in Indianapolis.

Alfred L. Lankenau, Jr. named general manager of The American Legion's Nat'l Emblem Sales. He was previously manager of special markets for Howard W. Sams & Co., Indianapolis.

Dr. Allan Ralph Zenowitz, of Great Barrington, Mass., elected president, Nat'l Assoc. of State Civil Defense Directors.

Norman M. (Pat) Lyon, of La Canada, Calif., a member of the Legion's Nat'l Military Affairs Committee, appointed to a two-year term on the Los Angeles County Tax Assessment Appeals Board.

Samuel L. Latimer, Jr., Past Nat'l Vice Cmdr (1945-46), honored by the City of Columbia, S.C., with an Outstanding Community Service Award. His Legion activities were prominently mentioned in the presentation.

James V. Day, of the Dep't of Maine, reappointed by President Nixon to a full term on the Federal Maritime Commission. Mr. Day is a Past Nat'l Vice Cmdr and former Director of Public Relations of The American Legion.

George Levy, of Sumter, S.C., Member Emeritus of the Legion's Publications Commission, honored by the Sumter Rotary Club, being designated an "Honorary Rotarian." Only a handful of Rotarians have been so honored.

DEATHS

Coleman L. Nee, 55, of Dorchester, Mass. Past Dep't Cmdr and alternate Nat'l Executive Committeeman (1953-54), one of three Legionnaires who died during the evening of the Legion's Convention parade in Atlanta. The others were **Herschell Thomas**, 72, of Phoenix, Ariz., Past Dep't Cmdr (1961-62), and **Bernard Nathan**, 53, of Logansport, Ind.

G. E. "Fritz" Heller, of Bedford, Va., a

vice chairman of the Legion's Nat'l Security Council since 1966, Past Dep't Cmdr (1958-59), Dep't Legislative Chmn in 1961-62, and a Nat'l Field Service Representative in 1944-58.

John Ralph Carey, 73, of Georgetown, Del., Past Dep't Adjutant (1928-29).

James H. Cassidy, 78, of Wilmington, Del., Past Dep't Adjutant (1927-28).

Z. L. Begin, 80, of Marshall, Minn., a member of the Nat'l Executive Committee in 1923.

George S. Frederick, of Detroit, Mich., Alternate Nat'l Executive Committee-man.

NEW POSTS

The American Legion has recently chartered the following new posts:

George B. Taylor Post 74, Tucson, Ariz.; **James Davis** Post 458, Dumas, Ark.; **Dwight David Eisenhower** Memorial Post 99, La Palma, Calif.; **Albert Kirk, Jr.** Post 1970, Chicago, Ill.; **Golden Anniversary** Post 555, St. Louis, Mo.; **William C. Bearce** Memorial Post 490, Hamilton, Twp., N.J., and **Long Drive** Post 594, Houston, Tex.

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by his Post is a testimonial by those who know him best that he has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

Carl G. Self and **C. W. Temerson** (both 1969), Post 134, Homewood, Ala.

Joc Marta (1964), Post 34, Cave Creek, Ariz.

Warren H. Atherton (1940) and **W. D. Anthony** and **Leon Happell** (both 1943) and **N. P. Barbour** (1953) and **A. T. Flanagan** (1955), Post 16, Stockton, Calif.

Paul Whitman (1969), Post 46, Culver City, Calif.

William C. Miller (1969), Post 432, Cambria, Calif.

Thomas W. Mundy (1968), Post 795, South Lake Tahoe, Calif.

Doug Bassett (1967), Post 1, Denver, Colo.

Leonard M. Wilkey (1969), Post 9, Chilli-cotte, Ill.

William Emery and **Louie E. Ude** and **Walter B. Young** (all 1967), Post 224, Carmi, Ill.

Sidney F. Grabiner (1969), Post 359, Chicago, Ill.

Donald Enstrom (1969), Post 673, Huntley, Ill.

Bruno Lee and **Anton Marchello** and **Charles Meyer** and **John Pacatte** (all 1969), Post 691, Midlothian, Ill.

Edward Sittloh (1969), Post 315, Richmond, Ind.

Donald Davis and **Elmer J. Peters** (both 1969), Post 386, Glidden, Iowa.

William Affthim and **Carrol Anderson** and **Harrison Andrews** and **Clarence W. Burnell** and **Albert Delcourt** (all 1968), Post 62, Westbrook, Maine.

Stephen Czerwinski and **Chester Golembieski** and **Frank Pilarski** and **Anton Swieczkowski** (all 1968), Post 95, Baltimore, Md.

Harden N. Lancaster and **William O'Connor** (both 1969), Post 287, Langley Park, Md.

William E. Nemo (1966) and **Charles H. Qualters** (1967) and **Joseph H. Ellinwood** (1968), Post 102, Athol, Mass.

Bryan Harryman and **Philip Rentschler** (both 1969), Post 14, Clinton, Mo.

Warren H. Harlow (1968), Post 27, Missoula, Mont.

Robert Drought and **John Fitts** and **Andrew Foley** and **William Foley** and **Maurice Jones** (all 1969), Post 31, Penacook, N.H.

Frank D. Pierson (1969), Post 184, Wildwood, N.J.

Nicholas Monticello and **Pasquale Palmarozza** and **Albert Perilli** and **Orazio N. Piccininni** and **Peter P. Piccirillo** (all 1967), Post 191, Newark, N.J.

Robert E. Klicker (1950) and **Harry Bredvad** (1954) and **Eldo McLaughlin** (1966) and **Joseph Daniel Paiz** (1967), Post 13, Albuquerque, N. Mex.

Philip Kursman and **Louis de B. Moore** and **Ernest Nocho** and **Harry Parker** (all 1968), Post 4, Oyster Bay, N.Y.

Frederick B. Wager (1968), Post 103, Douglaston, N.Y.

Claude B. Gandy and **Charles Long** and **J. Luther Paugh** and **Christian Sipp, Sr.** (all 1969), Post 126, Staten Island, N.Y.

William J. Lyons, Sr. and **Adelbert J. Mott** and **William H. Pickering** and **Harry Tappen** (all 1968), Post 336, Glen Head, N.Y.

Julius Rasmussen and **John Sarantis** and **George Shermer** and **Peter Van Horn** (all 1968), Post 394, Williamston, N.Y.

Albert Lownes and **James Rankin** and **Edgar A. B. Spencer** and **J. Edward Williams** (all 1969), Post 505, Croton-on-Hudson, N.Y.

Ralph W. Tutthill (1967) and **Carl E. Vail** (1968) and **Vincent F. Browne** and **Harold L. Hudson** (both 1969), Post 861, Mattituck, N.Y.

Irving J. Crone and **Antonio Messineo** and **Walter P. Roessler** (all 1968), Post 1224, New York, N.Y.

Jake Sigel and **Ed Tenneson** and **Rudy Weinhandl** (all 1968), Post 40, Mandan, N. Dak.

Charles Hell and **Peter Hell** and **O. S. Johnson** and **John Klemisch** (all 1968), Post 98, Langdon, N. Dak.

Jack W. Cohee and **William F. Graves** and **Russell K. Johnston** and **Dennis J. Willoughby** (all 1969), Post 80, Covington, Ohio.

Murry M. Ulrich (1968) and **Sewell Smith** (1969), Post 105, Bartlesville, Okla.

William H. Long and **Lloyd A. Lyon** and **Guy Mackey** and **Bert Moersch** and **Clay Nichols** (all 1969), Post 51, Lebanon, Ore.

Chester A. Weaver (1962) and **John E. Kabourek** (1963) and **James F. Bany** and **Stanley Dunn, Jr.** (both 1969), Post 122, Canby, Ore.

Ralph F. Harrison and **J. Warren Herman** and **Fred A. Hoffman** and **Stewart Huston** and **Joseph Israelson** (all 1969), Post 64, Coatesville, Pa.

R. Elson Jones and **Frank Wehar, Sr.** (both 1969), Post 490, Castle Shannon, Pa.

Mario R. Pagano (1969), Post 690, Philadelphia, Pa.

Joseph I. Harshman (1968), Post 705, Centerville, Pa.

Frank M. Medeiros (1968), Post 2, West Warwick, R.I.

A. E. Anderson and **John Bauer** and **Raymond L. Blynn** and **W. H. Brennehan** and **R. B. Brihmaier** (all 1968), Post 18, Mitchell, S. Dak.

Fred L. Coover and **William P. Link, Sr.** and **A. E. Newsome, Sr.** (all 1968), Post 25, Newport News, Va.

Oakley D. Thompson (1939) and **Adelrich Kaelin** (1945) and **Edward Weber** (1949) and **Geo. Merkel** (1950), Post 406, Milwaukee, Wis.

Clem Donnelly and **George Hennig** and **John Oberhofer** (all 1967) and **Harry Holm** (1968), Post 416, Greendale, Wis.

Life Memberships are accepted for publication only on an official form, which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.

They may get form by sending stamped, self-addressed return envelope to:

"L.M. Form, American Legion Magazine, 720 5th Ave., New York, N.Y." 10019.

On a corner of the return envelope write the number of names you wish to report. No written letter necessary to get forms.

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars, write person whose address is given.

Notices accepted on official form only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 720 Fifth Ave., New York, N.Y. 10019. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

2nd Div (Florida Branch)—(Nov.) **Walter Shanley**, Box 376, DeBary, Fla. 32713

3rd Ord Co (MM, WW2)—(May) **Vincent Oleynik**, 11 Edith Pl., Mine Hill, Dover, N.J. 07801

7th Corps Art'y, HQ Bat—(June) **R. C. Fahrenbruch**, 620 Lowe St., Wenatchee, Wash. 98801

17th, 32nd, & 184th Reg'ts (WW2)—(June) **Tem Wallin**, 1003 W. 52nd, N., Wichita, Kans. 67204

20th Eng, 6th Bn (WW1)—(Feb.) **H.F. Gustafson**, 3427 Ave. C, Council Bluffs, Iowa

23rd Eng (WW1)—(Apr.) **Joseph Havlena**, 10260 Bay St., N.E., Gateway Park, St. Petersburg, Fla. 33702

125th Field Art'y—(Feb.) **Melvin Monsaas**, 215 W. Toledo St., Duluth, Minn. 55811

133rd Combat Eng, Co B—(Mar.) **Leon Perniciaro**, 815 Mehle, Arabi, La. 70032

164th Inf, Co 1 (WW2)—(June) **James Karakosta**, 459 E. Adams St., Elmhurst, Ill. 60126

204th Coast Art'y AA Reg't—(Dec.) **Everette Bonnette**, 3012 Drexel St., Shreveport, La. 71108

310th Inf, Co M—(May) **John Cook**, 24 West-side Ave., Haverstraw, N.Y. 10927

496th Ord, HAM Co—(June) **Truman Lander**, 4947 Orchard La., Rockford, Ill. 61103

Army Art'y Park, Bats A, B, C, (WW1)—(Nov.) **Michael Grassis**, 25 Whitmore Pl., Oakland, Calif. 94611

Base Hosp 34 (AEF 1917-18)—(May) **Edmund Pitts**, 808 Wilson Rd., Wilmington, Del. 19803

Ellington Field, 175th Co, Houston, Texas—(Jan.) **O. M. Booker**, R. 2 Box 2, Waldo, Ark.

Jefferson Barracks Post Hosp (WW1)—(May) **Edwin Miller**, 4728 W. Broadway, Muskogee, Okla. 74401

Tuscania Survivors—(Feb.) **Edward Lauer, Sr.**, 8035 Stickney Ave., Wauwatosa, Wis. 53213

NAVY

55th Seabees—(June) **Mrs. Myron Dean**, 4125 N.E. Maywood Pl., Portland, Ore.

USS Admiral W. S. Benson (AP-120, WW2)—(June) **Norman Erickson**, 1298 29th St. N.E., Cedar Rapids, Iowa 52402

USS Biloxi (CL80)—(Mar.) **Tom Gary**, Will-wood Plantation RFD #3, Greenwood, Miss. 38930

USS Neal A. Scott (DE769, 1944-45)—(Apr.) **Edward Watson**, P.O. Box 2, Seaside Park, N.J. 08752

USS West Point (AP23)—(June) **Harold Vos**, 1402 Franklin St., Center Point, Iowa 52213

AIR

8th AF, 3rd Div WAC & all 8th AF Personnel (England, WW2, London Reunion)—(July) **Mrs. Rose Sidell**, 350 E. 77th St., New York, N.Y. 10021

68th Ftr Sqdn (WW2)—(June) **Robert Kabbes**, 3411 W. New Orleans Ave., Tampa, Fla. 33614

493rd Ftr Sqdn (WW2)—(Mar.) **J. L. Cooper**, 14 Spring Rock Rd., Newburgh, N.Y. 12550

496th, 497th Aero Sqdns (WW1)—(Nov.) **William Mussig**, 474 W. 238th St., New York, N.Y. 10463

557th Bomb Sqdn—(June) **Robert Sarason**, Dryden East Hotel, 150 E. 39th St., New York, N.Y. 10016

MISCELLANEOUS

Pearl Harbor Attack Vets—(Dec.) **Edward Borucki**, Box 76A, Southampton, Mass. 01073

THE AMERICAN LEGION NATIONAL HEADQUARTERS AUGUST 31, 1969

ASSETS

Cash on hand and on Deposit	\$ 1,140,319.47
Receivable	206,123.38
Inventories	425,570.33
Invested Funds	3,716,155.54
Trust Funds:	
Overseas Graves Decoration	
Trust Fund	\$ 301,542.99
Employees Retirement	
Trust Fund	4,511,569.50
Real Estate	821,521.81
Furniture & Fixtures, Less Depreciation	323,725.75
Deferred Charges	145,457.31
	<u>\$11,591,986.08</u>

LIABILITIES, DEFERRED REVENUE & NET WORTH

Current Liabilities	\$ 550,485.20
Funds Restricted as to use	202,855.23
Deferred Income	1,172,867.63
Trust Funds:	
Overseas Graves Decoration	
Trust Fund	\$ 301,542.99
Employees Retirement	
Trust Fund	4,511,569.50
Net Worth:	
Reserve Fund	650,553.31
Restricted Fund	1,484,712.77
Real Estate	821,521.81
Reserve for Rehabilitation	320,929.59
Reserve for Child Welfare	114,461.91
Reserve for Convention	60,000.00
Reserve for Publication	36,194.63
	<u>3,488,374.02</u>
Unrestricted Capital	1,364,291.51
	<u>\$11,591,986.08</u>

THE CONTINUING DISASTER ON THE GULF COAST

(Continued from page 34)

Relief Fund," and sent to the Fund at P.O. Box 1055, Indianapolis, Indiana, 46206.

While it would only take \$1 from each Legionnaire and Auxiliare to raise \$3½ million, that isn't how it has hap-



Aug. 9. Bay St. Louis Post 139 sends 40 Boy Scouts and their leaders on trip to the Smoky Mountains in its "youth bus."



Aug. 18. All that remained of Post 139, valued at more than \$100,000.

pened in the past. Something less than 20,000 members respond warmly with bigger gifts, while the bulk of the 3½ million members of both organizations seem to assume that someone else is taking care of the need. This is not always their fault. Communication within the Legion is sometimes unwieldy because of its loose, extremely democratic and many-headed structure. A few years ago the Legion raised more than \$100,000 to aid victims of Viet Cong terrorists in Vietnam, which was good—con-

sidering that this was the problem of a distant people. Last year, following a similar pattern, about \$189,000 was raised for the 50th Anniversary Gift to the Nation. This, too, was very good, as it was a voluntary project not connected to any crisis. But the after-damage of Camille will continue to present almost a bottomless well of stark need, even after government agencies



The \$13,000 home of Post 58, in Standard, just north of Pass Christian.

have funneled millions into the ravaged areas.

Response in such tragedies is always greatest at the moment of disaster, and there were many examples of Legionnaires all over the country sending im-



Godwin, right, inspects rec hall, theater, library of Gulfport U.S. Veterans hospital with Dr. Leroy B. Lamm. 729 patients were flown out ahead of the storm.



Swimming pool of Gulf Palms motel in Gulfport is all that shows this was a motel.

mediate aid, on their own, to the best of their ability, to the storm areas, often in the form of emergency supplies. And while government aid soon flowed in much greater volume, harried officials on the scene especially prized the pri-

(Continued on page 46)



Wreckage of quarter-million-dollar home of Gulfport Post 119, whose flagstaff was carried more than 80 miles distant.

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THE GROWING PROBLEMS OF AUTO DEFECTS AND REPAIRS

Continued from page 12

In another area that has given some car owners fits, the Federal Trade Commission is considering issuing a regulation that the car makers have bitterly opposed. That is, that their warranty must cover the *whole car* as a car made to use as a car. Auto warranties, and warranties on some other products, warranty *certain* parts. And the small print says that that's all and no other warranties are even implied.

Part of the actual wording is a denial of any warranty of "merchantability or fitness for a particular purpose." This is a phrase to remember, as you may hear more of it. It means that once you take the car, anything wrong with it not covered by the written warranty is your problem, and the maker doesn't guarantee that it will even run. He just guarantees to try to fix the things he said he would. If you accept a car with the front end out of line (not covered in the express warranty) the dealer may fix it because he's a good guy. But he doesn't have to. If the engine block is cracked, you might think you're entitled to a new one, but under the express warranty you could be held to accepting a repaired cracked block.

This failure to guarantee that when you buy a new car you have a new car doesn't come up too often. When it has come up in the past, the courts tended to recognize the seller's provisions as binding. Recently *some* state courts have gone the other way, but the general practice has not.

SOME OF these same recent decisions have also upset the legal doctrine of "privity of contract," meaning that your deal was with the dealer and not the manufacturer.

In Tennessee, a Rambler owner sued American Motors over a long list of defects in a new car, when he couldn't get satisfaction from his dealer. The company said that the general fitness of the car wasn't guaranteed. The owner said that it was the company's ads that persuaded him to buy a Rambler, and the ads said it would be trouble-free, economical in operation and made with high-quality workmanship. A Tennessee judge agreed and ordered American Motors to make good.

In New Jersey, a Plymouth steering wheel went out of commission at (fortunately) low speed. The car hit a brick wall and was a total loss after 468 miles. Sued to make good, Chrysler's attorneys said that the warranty didn't go beyond replacing defective parts. The court overruled the disclaimer of "fitness for purpose." It found for the plaintiff and said that the maker had a legal obligation to make cars of good enough quality to

serve the use for which they were intended.*

Detroit is very unhappy with such decisions, probably because quality control is so big a headache for them already. Under their present habits and conditions it's an accepted part of the business that cars will leave with defects in them, after which they are at the mercy of 28,000 different dealers to see that defects are caught before the vehicle is sold. So even though they make extensive specific guarantees, they want a limit on them. It *could* be that they fear dealers would pass more responsibility back to them if it became a matter of law that the maker was entirely responsible for customer happiness. But nobody says that kind of thing out loud. **THE END**

* These and other cases were discussed in Harvard Business Review, July-August 1969.

THE CONTINUING DISASTER ON THE GULF COAST

Continued from page 45

vate gifts, because they could hand them out as the need arose without the enormous red tape of accounting for government supplies. Some examples of immediate Legion response:

On the heels of the storm Posts 5 and 111, and Auxiliary Unit 5 in Tampa, Fla., succeeded in flying more than 4,000 pounds of emergency supplies to Keesler AFB in Biloxi, Miss., which was operable. (Camille had had a bead on Tampa before she swerved west across the Gulf.) Post 11, in Laurel, Miss., 90 miles inland, joined with the Moose and VFW there to run a line of trucks and tractor-trailers to the coast with relief supplies, and Post 11 raised \$279 of relief funds on the spot. Members of Post 64, in Gretna, La., thankful that they'd just missed Camille, raised a quick \$2,700 of relief funds for southeastern Louisiana storm victims.

A citywide team of civic groups in La Mesa, Calif., had already raised funds and relief goods for the Gulf Coast before Camille reached Virginia. There, with her great winds dead, she dumped devastating floods along the central Virginia watershed of the James River. In La Mesa, the citizens turned out again and, using Legion Post 282 as headquarters, shipped off 6,000 pounds of relief supplies to Virginia.

If all Legionnaires get the word and reflect this kind of spirit, if everyone gives at least a little to undo Camille, the Legion *will* raise millions painlessly. This would be some sort of landmark for the start of the Legion's second 50 years.

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BASIC FACTS ABOUT ABUSABLE DRUGS

(Continued from page 21)

effects for some youngsters, but also may be classed as the seeking of intoxication and the thrills of delirium.

Many materials have volatile ingredients—solvents such as naphtha, toluene, acetone and benzene—that vaporize and may be sniffed. Nail polish remover, shoe polish and many kinds of cements are other products that might be mentioned. From the time that "laughing gas" (nitrous oxide) and ether were discovered as anesthetics, adults—including anesthesiologists themselves—have indulged in sniffing them.

often a girl) may give rise to suspicion of glue-sniffing. Intoxication may be followed by signs of drowsiness, stupor and unconsciousness, with no memory of his experience on recovery. His skin may be irritated by contact with the glue. He may have lost all interest in school work and given up friends, family and all responsibilities.

MARIJUANA. *Nicknames:* Pot, grass, hay, tea, weed, locoweed, giggle smoke, griffo, maryjane, hemp, rope, green, joy smoke. The cigarette: Reefer, stick, goof butt, joint. Foreign versions



"Do you realize this is the first time in six years we've been out together?"

THE AMERICAN LEGION MAGAZINE

Legal standing: Many communities and states have passed laws aimed at keeping glues and other volatile products out of the hands of youngsters. Dealers, too, have tried to restrict the purchase of such materials by young people. But the possible sniffable products are so numerous and so commonplace that such control is well-nigh impossible.

Dangers: The sniffed solvent alone, taken in large quantities, has been known to do damage to various organs of young bodies, including the brain. The glue, if ingested by accident or rubbed on the skin repeatedly, can cause irritation and ulceration. And many youngsters, having squeezed their glue into a plastic bag to be brought up to the nose for sniffing, have died from the combination of stupor induced by the vapor and a plastic bag over the face.

Aside from these accidents, psychic dependence on a practice that mal-adjusted youngsters find pleasant is all too easily developed. It can destroy the personality and lead the individual into a life of drug dependence.

How to spot an abuser. Apparent drunkenness in a very young boy (less

of marijuana: Bhang, ganja, charas, hashish, kif.

Medical use: Marijuana is the American version of cannabis, product of the female hemp plant, *cannabis sativa*. It has no presently accepted medical use, though no doubt in the course of its thousands of years of history it has been used many times in native medicine and still is. Ancient documents mention the cannabis plant as the source of both fibres for making rope and a mind-altering substance.

American marijuana is somewhat different—much less potent, in fact—than most of the Asian and North African versions. The strength of the product varies with (a) the variety of the plant, (b) the soil it grows in, (c) whether or not cultivated, (d) how long it grows, (e) how much sun and water it gets and many other factors. These have apparently combined to keep the American type weak. The strength of a particular dose (smoke) also depends on how it has been prepared, whether it has been mixed with tobacco, oregano or some other plant product, and so on. And finally, the skill and experience of the

smoker affects a dose's strength.

The truth is we know very little, from solid scientific research, of the nature and effects of marijuana, an illegal natural product. Other drugs, having been developed or studied in laboratories by scientists, are much better known. Only very recently has the active ingredient, a chemical called tetrahydrocannabinol (THC), been extracted from the plant and also created synthetically. Experiments now going on are studying these two chemicals to measure and observe the effects of precise doses on human beings. Such observations have not been possible, up to now, with the crude form of marijuana confiscated by the police and turned over to scientists for study.

How taken: Cannabis in its various versions is liquid, solid or powdered. The foreign versions may be eaten or mixed in a drink such as beer or in a spread or a candy. They also may be sniffed in powder form. American marijuana and some of the foreign types are usually smoked, in cigarette form or in a pipe. However, they are not smoked like a tobacco cigarette—in short, quick puffs. Instead, the smoke is drawn in slowly and deeply and held for as long as possible. In fact, in a social group a reefer is passed from one smoker to another while the first is holding his puff. Experimenters inexperienced in this manner of smoking a reefer have often been disappointed by feeling no effect at all—or getting sick to the stomach from the smoke.

How abused: Users of marijuana in this country are mostly young people—though adults use it, too—who fall into several groups. One is the experimenters—those who may try it once or twice and then never again. The second group is the regulars; people who seek a marijuana high frequently as a part of their social life, but not to the exclusion of other interests. Members of this group regard the practice as equivalent to the regular drinking of cocktails and other forms of liquor by social drinkers who are not alcoholics.

Finally, there are those who are dependent on marijuana, who seek the intoxication of regular, heavy usage, just as other drug users seek the state of intoxication afforded by their own drugs. In fact, such a drug dependent person may use other drugs along with marijuana, particularly LSD.

Legal standing: Under present federal and many state laws, transporting and selling marijuana, as well as possession of as little as one reefer, is punishable by very severe penalties. This must be added to the dangers of marijuana use—even of brief experimentation; that a young person's name and future can be damaged if he is caught with the substance.

Dangers: At the present stage of re-

search, it has not been shown that one or two reefers—and no more—smoked as an experiment do any damage. However, it is not known just what the regular use of cannabis, even though moderate,



"... my doctor!"

THE AMERICAN LEGION MAGAZINE

will do. Careful scientific study hasn't gone on long enough to be sure.

But the experiments with THC are beginning to indicate that damage *can* be done with long-time use, just as we know very well that years of social drinking can do damage to the liver and other

parts of the body, as well as turn the individual into an alcoholic. Like social drinking or any distracting "hang-up," a steady marijuana habit can divert a young person's energy and attention from his future and interfere with his growth to maturity.

A heavy single dose of marijuana (several reefers or a strong shot of THC) can cause intoxication and disorientation, with all its attendant discomforts and dangers, just as with other drugs. Heavy use over a long period, again, has not yet been studied in this country. But the foreign experience, particularly in India—though the Indian form of cannabis and its mode of use are far different from the American—certainly suggests that terrible personal consequences can follow. Again, if we compare the marijuana habit with alcohol (as its advocates themselves like to do), we can expect that long, heavy use is very damaging indeed, just as years of heavy drinking are. Unlike alcohol, marijuana has not yet been shown to cause physical dependence.

A controversial point is raised as to whether a marijuana experiment or habit leads to the use of the harder drugs, such as heroin. It is certain that no physical or chemical property of marijuana has (Continued on page 50)

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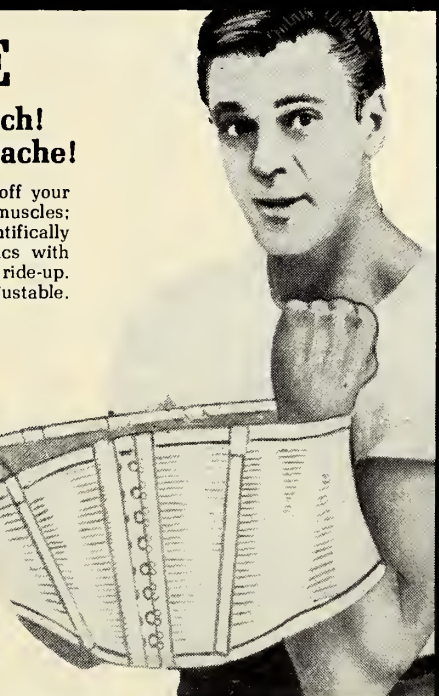
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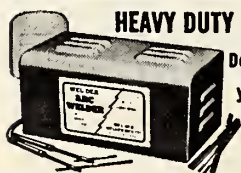
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BASIC FACTS ABOUT ABUSABLE DRUGS

(Continued from page 49)

any such effect. However, it must be considered that (a) smoking marijuana in a social group, as is usually done, means that any drug taking is likely to be regarded as socially acceptable and even admirable; (b) failing to solve a problem of emotional adjustment with marijuana may tempt the smoker to try something stronger, and (c) since buying



"They gave out in the seat after only three sit-ins."

THE AMERICAN LEGION MAGAZINE

marijuana and possessing it are illegal, smoking it puts one in touch with underworld salesmen who may also be peddling heroin and the like.

Marijuana intoxication has the same characteristics, in a light dose, as that resulting from one cocktail: lightheadedness, "feeling good," easy laughter, talkativeness. Also some confusion and irritability if the dose is larger or if the individual is particularly sensitive to the drug. In heavier doses there's distortion of time and space, lively activity and loss of judgment and memory. This high contrasts sharply with the low after the effect wears off. Then the smoker may be deeply depressed and fearful.

How to spot an abuser: Red eyes and dilated pupils are a common sight on a marijuana user (although other ailments often affect young people the same way!). One clear sign is the smell of burnt hemp, which is easily recognizable as just what it is, burnt rope. A smoker may be very gay, laugh foolishly and chatter loudly. Or he may be very relaxed and dreamy. Time, place and memory may be confused. A regular, heavy user may be changed in personality from his past self and suffer from chronic breathing troubles, as well as malnutrition.

THE END

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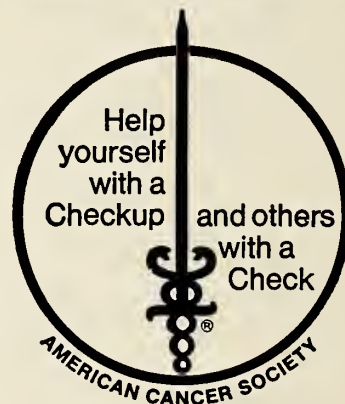
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"FAMOUS LAST WORDS" . . .

(Continued from page 28)

doctors examine him. They discovered uremic poisoning, Bright's disease, diabetes and a gastric ulcer. It was a mystery how he'd lasted so long.

Yet, two years later, now bedridden at his home in Llewellyn Park, N. J., the 84-year-old, plain-spoken, self-educated, rough-hewn Ohioan was still actively curious. He continued to read and write during his protracted illness, jotting down his interest in airplane landings and takeoffs. "The aviators tell me that they must find a means to see through a fog," he wrote. "I have an idea about it. I am waiting for a real fog—a water fog—and I will see if I can't penetrate it." Perhaps, he added, with a rocket. Another day, he confessed that he was "the zero of mathematics," but wondered about the potentialities of "a force so absolutely terrifying that even man, the fighter who will dare torture and death in order to inflict torture and death, will be appalled, and so will abandon war forever."

He quizzed the doctors around his bedside, "discussing their method of treatment, inquiring of them what medicines they were trying, how his body was reacting—and why." He even insisted on measuring out his own doses

and examining his blood slides under a night table microscope. Doctors set up a medical chart at the foot of the bed in order that he might follow his progress; when the line turned downward in early October, he knew exactly where his "campaign" was headed. He rallied once, then understanding he'd never work again, seemed to lose all care.

Reporters began a round-the-clock vigil. To help them, his son, Charles, explained that the room would be kept dark at night. If the lights went on, they would know that Edison had died. From time to time, the inventor awoke from his coma and asked to be placed in a chair by one of the tall windows in his bedroom. "Are you suffering?" Mina Edison questioned her husband. "No, just waiting," he replied. About the middle of the month, focusing his dimmed eyes on the wide sweep of lawn and beeches outside, he spoke his last words, so low that Mrs. Edison could hardly hear them: "It is very beautiful over there."

On Sunday, October 18, 1931, at 3:24 a.m., lights suddenly blazed from the upstairs room. Moments later, by telegraph, telephone and radio—all the instruments with which his life had been



NOV. 9-15, 1969

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bound up—reporters flashed their message throughout the world.

Few persons are familiar with Edison's last words; fewer still with Abraham Lincoln's.

Newsman and personal friend Noah Brooks wrote later that Lincoln hadn't wanted to go to Ford's Theater on the evening of April 14, 1865. He'd heard that while the 14-year-old play, "Our American Cousin," was "not unpleasant" (Continued on page 52)

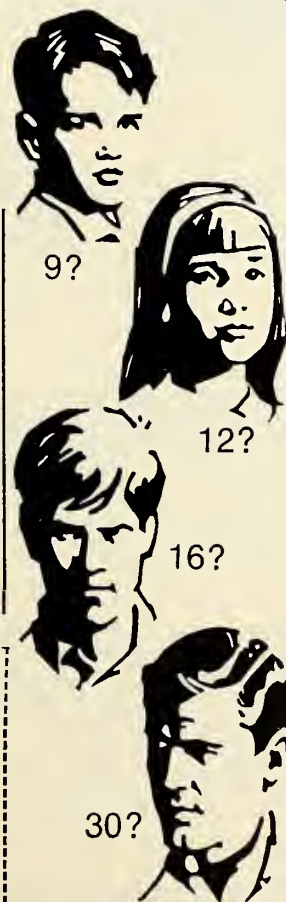
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"FAMOUS LAST WORDS" . . .

(Continued from page 51)

ant," it reeked with age, "often stupid and sprinkled with silly puns and forced humor." Besides, more important things were on his mind.

"Grant thinks that we can reduce the cost of the army establishment at least a half million," Lincoln told a Cabinet member just before stepping into the White House carriage. "which, with the reduction of expenditures of the navy, will soon bring down our national debt to something like decent proportions, and bring our national paper up to a par or nearly so with gold—at least, so they think."

A young couple accompanied Presi-

Miss Harris think of my hanging on to you so?" she whispered to her husband.

"She won't think anything about it," Lincoln replied. If he said anything else after these kind, husbandly words, there's no record of it.

Minutes later, John Wilkes Booth slipped unnoticed through the unguarded box door and put a lead ball less than a half-inch in diameter into the left side of the President's head. W. J. Ferguson, an actor standing near the prompt desk offstage, happened to glance up at the box seconds before the shot was fired. "Mr. Lincoln leaned back in his rocking chair, his head coming to rest against



"I love to watch the parking lot empty after the game."

THE AMERICAN LEGION MAGAZINE

dent and Mrs. Lincoln to the theater that night—28-year-old Henry Reed Rathbone, a War Office attaché who had been assigned the task by Secretary of War Stanton, and the young man's fiancée, Clara Harris, daughter of Senator Ira Harris of New York. (They were last minute substitutes for General and Mrs. Grant, who were unable to attend.) The play was already in progress when the party reached Ford's about 9 p.m. and went directly to the Presidential box. Actress Laura Keane interrupted her performance momentarily when the President arrived, but few of the 1,000 people in the audience could actually see the man they applauded. Lincoln was almost hidden from view, slouched back in comfort in a roomy haircloth rocking chair with narrow arm rests.

The players picked up their lines once more. Mary Lincoln, casually leaning against her husband, suddenly flushed and moved, somewhat embarrassed, to the other side of her chair. "What will

the wall," Ferguson remembered for years afterwards.

Twelve days later, soldiers found Booth hiding in a tobacco shed near Bowling Green, Va. Booth refused to surrender. The soldiers set fire to the building. Orders were to take Booth alive, but an over-zealous cavalryman either forgot or disobeyed. He aimed his rifle at the emerging figure, driving a bullet through Booth's neck bone, "perforating both sides of the collar."

Soldiers dragged the crumpled actor from the flames, propped him up against a tree and gave him a drink of water. "Tell my mother I died for my country," he murmured, when they carried him to the veranda of a nearby house. "I thought I did for the best." Paralyzed and fast losing blood, Booth asked that his hands be raised so he could see them. "Useless! Useless!" were his last words.

Perhaps the most intriguing of all famous last words were spoken in 1826.

Late on the evening of July 3rd, a

dying Thomas Jefferson sat up in his bed at Monticello and, using his hands as if writing on a tablet, imagined himself dispatching messages to the Revolutionary Committee on Safety. "Warn the Committee to be on the alert," he mumbled to someone, his voice trailing off into some dimly seen memory.

Nicholas Trist, the husband of one of Jefferson's granddaughters wrote in a letter to a brother-in-law that the old gentleman spoke only once again after that. Before midnight, he awoke and asked: "Is this the Fourth?" Trist hadn't the heart to tell him it was the third. Yes, he replied, it was. "Ah," Jefferson whispered, "just as I wanted." But he survived until 12:55 p.m. of the Fourth.

Meanwhile, in Quincy, Mass., John Adams lay in a coma near death. Neither man had known the other was sick. Shortly before 1 p.m. on July 4th, he roused a bit and, according to his grandson, Charles, who was in the room, the 91-year-old statesman distinctly said: "Thomas Jefferson survives." Without speaking again, the elder Adams died not long before sunset.

When Americans realized that both former Presidents had died on the same day, that they were the last surviving signers of the Declaration of Independence, and that they died on the 50th anniversary of the signing, it seemed to millions to be an event sparked by the supernatural—"a sign as clear as if it had appeared in the skies that an Almighty Power rules in the affairs of men."

"No language can exaggerate it—no reason account for it," the national capital's leading journal, National Intelligencer, exclaimed. "It is one of those events which have no example on record, and as a beautiful moral must forever stand alone on the page of history."

THE END



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THE AMERICAN LEGION MAGAZINE

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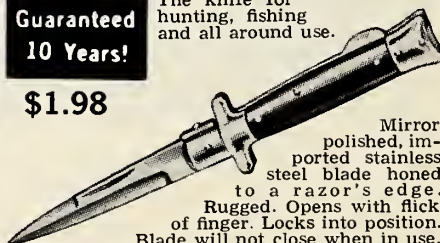
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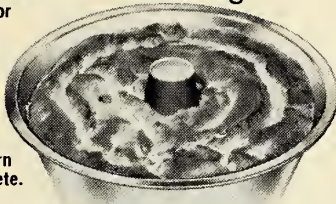
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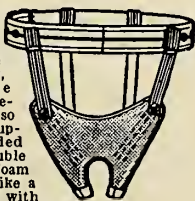
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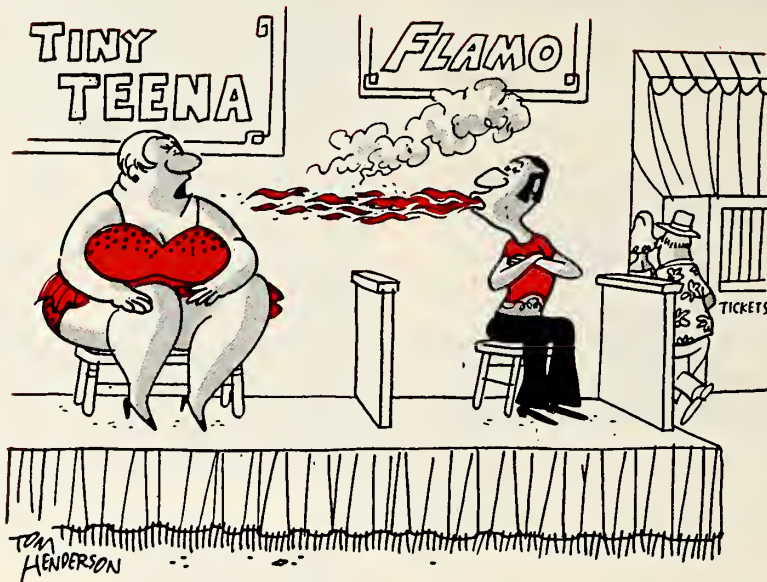
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"Has anyone ever told ya you have bad breath?"

THE AMERICAN LEGION MAGAZINE

BAGELS, CREAM CHEESE AND FROZEN LOCKS?

Our cute little blonde receptionist, newly moved to Minnesota from the warm South, had her car washed during lunch hour. No one told her that wasn't quite the thing to do in 20 below zero weather. About 10 minutes after five, she came rushing back from the parking lot almost in tears. "Can someone in here please tell me what to do with frozen locks?" she pleaded. Mr. Rubenstein, our preoccupied boss, looked up from his books and offered. "Frozen lox? Just thaw them and serve with bagels and cream cheese."

SYLVIA SANDERS

MEDICAL LOGIC

It was a busy morning at the doctor's office and his waiting room was packed with patients.

After awaiting his turn for several hours, an old gentleman could hardly believe his luck when the doctor finally got around to calling his name. He said, "I didn't mind the waiting so much, Doc. But I thought you might want to treat my ailment in its earlier stages."

H. N. FERGUSON

DOWN EAST TACITURNITY

A young man walked into a New England crossroads store and said to a group of idlers: "Sure looks like rain." There was no response.

"Do you know John Salter?" the young man went on.

After a long pause, one of the men said, "We know him."

"He's my grandfather," the young man stated.

"You are John Salter's grandson?"

"Yes, sir."

"Well, if that be so, young man, perhaps it does look like rain."

LANE OLINGHOUSE

THE DUCK HUNT

This thing always happens to me,
Stumble over an old dead tree!
A tree that lies in silence there
To trip duck hunters unaware,
From there things go from bad to worse
I drop my gun then cry and curse,
Trembling, freezing in the rice
My thermal "unders" lined with ice,
Enough to make a strong man cry
Can't even "keep my powder dry!"
Canoes were made for men like me,
I never ever miss a tree!

ROD RANER

"BAD WORD"

The local vacuum cleaner salesman says that "demonstration" has become such an ominous word that he's afraid to offer one.

LUCILLE J. GOODYEAR

LAND OF GLIBBERTY

Our country 'tis indeed
A land of simple creed.
Use your wits and tongue as well,
Or be in debt to those who sell.

MARLYS BRADLEY

WATERY RIVALRY

You can always spot a real fisherman. He's the fellow shaking his fist at the water skiers.

DAN BENNETT

FOOD FOR THOUGHT

To a husband, a bachelor's someone
Who's missing a lot, in this life,
Though he does have at least one
advantage—
No wife.

HAL CHADWICK

WHERE THERE'S A WAY . . .

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RAYMOND J. CVIKOTA



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THE AMERICAN LEGION MAGAZINE

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